

The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 238.—Vol. X.]

LONDON: SATURDAY, MARCH 14, 1840.

[PRICE 6D.]

PUBLIC COMPANIES.

MEETINGS.

GREAT WHEEL CHARLOTTE MINING ASSOCIATION.—Notice is hereby given, that the HALF-YEARLY GENERAL MEETING of the shareholders of this association will be held at the George and Vulture Tavern, Cornhill, on Monday, the 20th inst., at One o'clock precisely. At this meeting two directors will be elected, in the room of Messrs. Carr and Harrison, who go out under the provisions of the scrip certificate, but who are eligible for re-election. Lawrence Pountney-hill, March 13.

RHYMNEY IRON COMPANY.—The directors hereby give notice, that a SPECIAL GENERAL MEETING of the shareholders who have signed the deed, will be held at the company's office, No. 7, Lawrence Pountney-hill, on Wednesday, the 15th of March instant, at One o'clock precisely, for the purpose of taking into consideration the recommendation of the directors, to create an addition to the capital of the company, as provided for by the 22d article of the trust deed. JOHN PETHERICK, Secretary. 7, Lawrence Pountney-hill, March 11.

TRELEIGH CONSOLIDATED MINING COMPANY.—Notice is hereby given, that the HALF-YEARLY GENERAL MEETING of the shareholders will be held, at the company's office, as under, on Wednesday, the 15th day of April next, at One o'clock precisely. By order of the board, ROWLAND NICHOLSON, Sec. 23, Threadneedle-street, March 14.

WHEEL SISTERS MINING COMPANY.—Notice is hereby given, that an ADJOURNED HALF-YEARLY GENERAL MEETING of proprietors will be held at the offices of the company, on Monday, the 23d day of March, at Twelve o'clock precisely—not Twelve for One. Offices, 37, New Broad-street, March 4. GEORGE MORGAN, Sec.

WHEEL SISTERS MINING COMPANY.—Notice is hereby given, that a SPECIAL GENERAL MEETING of the shareholders in this company is convened by the board of directors, to be held at the offices, 37, New Broad-street, on Monday, the 23d of March, at One o'clock precisely, for the purpose of considering the propriety or otherwise of altering or amending the rules and regulations under which the company is constituted, more particularly with reference to the clause providing for the holders of 3000 shares being necessary to be present, either in person or by proxy, at a meeting, to be held for the dissolution of the company, and, if so, determining then to reduce such number accordingly; and also to consider and determine on the propriety or otherwise of dissolving the company, and dividing the assets amongst the shareholders, in proportion to the several shares held by them, and taking such further measures relating thereto as may appear advisable. GEORGE MORGAN, Sec. 37, New Broad-street, March 4.

CALLS.

CHESTER AND CREWE RAILWAY.—CALL OF TEN POUNDS PER SHARE (making, with the previous calls, £50 per share).—The directors of this company having resolved, at a meeting held this day, to CALL (under the provisions of an Act of Parliament) for the remaining TEN POUNDS, due on the respective shares. Notice is hereby given, that the proprietors of shares are required to pay, on or before the 10th day of April next, to one of the under-mentioned bankers, the sum of £5, and, on or before the 15th day of June next, the further sum of £5, on each of their respective shares:—Messrs. Dixon and Wardell, Chester. The Borough Bank, Liverpool. Messrs. W. Jones, Lloyd, and Co., Manchester. Messrs. Jones, Lloyd, and Co., London. Chester, March 2. J. UNIACKE, Chairman.

CORNWALL GREAT UNITED MINES.—Notice is hereby given, that, agreeably to the conditions and regulations of the company, a CALL is now made of THIRTY SHILLINGS per share, to be paid, on or before the 31st of March next, to Messrs. Masterman and Co., bankers, London, or to Sir Benjamin Heywood, Bart., and Co., bankers, Manchester. On behalf of the committee, T. CROSS, Manager. Shareholders neglecting to pay the above call, will incur the absolute forfeiture of their shares.

WHEEL WALLIS MINING COMPANY.—Notice is hereby given, that the directors of the above Mine have this day made a CALL of FIVE SHILLINGS per share, to be paid into the Manchester and Liverpool District Bank, on or before the 28th day of March. The Secretary is empowered to endorse the scrips, on production of the bankers' receipt. By order of the directors, HENRY CARR, Sec. 15, St. Ann's-square, Manchester, Feb. 11.

STANNARIES OF CORNWALL.

HARVEY AND ANOTHER'S STEPHENS.

ELLENGLAZE MINE.—Notice is hereby given, that the SALE of the mining machinery, materials, and other effects, upon and belonging to the above mine, advertised to be SOLD on Thursday, the 3d day of March next, will not take place until the 19th day of the same month. PAUL and ROBERTS, Plaintiffs' Solicitors, Truro. Dated the 26th day of February.

ELIGIBLE MINING INVESTMENT.

TO BE SOLD, BY PUBLIC AUCTION, at Pearce's Hotel, Penzance, on Monday, the 16th day of March instant, at Four o'clock in the afternoon, in such lots as may be agreed on at the time of sale, all those VALUABLE MINES, called or known by the name of THE ELANT CO-SOLIDATED MINES, situate in the parish of Ury Lelant, in the county of Cornwall, and adjoining the valuable mines of Wheal Keeth, Wheal Mary, Wheal Margaret, and Tior, and not far distant from St. Ives Consols, Keeth Consols, and Balcons. The mines now offered or sale are highly deserving the attention of the public, having produced large quantities of tin, though only worked on a limited scale. For a view of the mines apply to Captain Rosca, on the spot, and for further particulars to Messrs. Simmons, Passingham, and Simmons, solicitors, Truro; to Messrs. J. and H. T. Smith, solicitors, Devonport; or at the office of the late Thos. Tragar, Esq., Redruth. Truro, March 4.

THE GODOLPHIN MINES, CORNWALL.

VALUABLE MINES, ENGINES, AND MACHINERY FOR SALE.

UNRESERVED SALE.

TO BE SOLD, BY PUBLIC AUCTION, on Tuesday, the 21st day of April next, at Three o'clock in the afternoon, at the Angel Inn, in the borough of Heston, subject to such conditions as will be produced at the time and place of sale, all those highly productive Tin and Copper Mines, called THE GODOLPHIN MINES, situate in the several parishes of Breage and Crowan, in the county of Cornwall, on which several engines have been erected; together with the valuable MACHINERY and MATERIALS thereon. These Mines are in full course of working, and have produced large quantities of Tin and Copper Ores; the prospects are highly flattering, and a personal inspection is invited, for which every facility will be afforded. For a view of the Mines, apply to Capt. Thos. Richards and the agents thereon; and for further particulars, application must be made to Captain William Richards, Rosneath, Marazion; Mr. Henry Trefusis Smith, solicitor, Devonport; Messrs. Simmons, Passingham, and Simmons, solicitors, Truro; or Messrs. Grylls and Hill, solicitors, Heston. Dated March 10.

ST IVES CONSOLS MINE, CORNWALL.

TO BE DISPOSED OF, TWO NINETY-FOURTH SHARES in the ST IVES CONSOLS MINE. The fortunate adventurers in this well-known concern have already received dividends to the amount of nearly £50,000; the present prospects are most excellent, and making quarterly handsome dividends. From the report of some highly respectable mine agents, who have very lately inspected the Mine, good dividends are likely to continue for a long period. The holder of the above shares, having received several applications, is induced to offer them in this way. Tenders (pre-paid) addressed to "H. G." Post-office, Penzance, will be received until the 4th day of April next. If any offer be made which is approved of, due notice will be given within ten days from the above date. [This notice will be repeated but once.]

MINING MATERIALS FOR SALE, BY PRIVATE CONTRACT.—viz.

January 6—8—10—12—14—16 and 18-inch Pumps.
" 3—5—7—9—11—13—15 and 17-inch Door Pieces.
" 6—8—10—12—14 and 16-inch Brass Working Barrels.
" 6—8—10—12—14 and 16-inch Iron ditto.
" 3—5—7—9—11—13—15 and 17-inch Windrods.
" 7—9—11—13 and 15-inch Knees and H Pieces.
" 5—7—9—11—13—15 and 17-inch Plunger Poles.
With Steam Pumps, Gudgeons, Trundles, Pistons, Connections, Nozzles, Stuff-boxes and Glands, Saddles, Sockets, Rods, Whims and Capstan Shivers, Pulleys, &c. &c. &c. For the price and other particulars, apply at the office of the late T. Yeager, Esq., Redruth.

UNION BANK OF AUSTRALIA.—LONDON OFFICE, 35, OLD BROAD-STREET.

George Fife Angus, Esq. Benjamin E. Lindo, Esq.
John William Buckle, Esq. Charles Edward Mangies, Esq.
Robert Brooks, Esq. Christopher Rawson, Esq., Halifax.
James John Cummings, Esq. Thomas Sans, Esq., Liverpool.
Robert Gardner, Esq., Manchester. James Hogle Smith, Esq.
John Gore, Esq. James Ruddle Todd, Esq.

George Carr Glyn, Esq. John Gore, Esq.
James John Cummings, Esq.
Bankers—Messrs. Glyn, Halifax, Mills, and Co.
Solicitors—Messrs. Bartlett and Beddome.
Secretary—Samuel Jackson, Esq.
Colonial Inspector—John Cunningham MacLaren, Esq.

The directors of this bank grant letters of credit, which are not transferable, for sums under £200, or bills at thirty days' sight for larger amounts, on their branches at Sydney, Hobart Town, Launceston, Melbourne, Port Philip, and New Zealand, without deduction on the money being deposited. They also negotiate approved bills on the colonies, at thirty, sixty, and ninety days' sight, the terms for which may be obtained at their office. Bills on the colonies transmitted for collection at a charge of 2 per cent. on the amount when realised. By order of the Board, SAMUEL JACKSON, Secretary. January 27.

BRITISH COLONIAL BANK AND LOAN COMPANY.—

Office, 13, St. Swithin's lane, Lombard street.

Capital £1,000,000, in 25,000 shares of £40 each. Deposit £5 per share.

The Right Hon. Sir ROBERT WILMOT HORTON, Bart., Chairman.

The Right Hon. THOMAS P. COURTNEY, Deputy-Chairman.

George Fife Angus, Esq. Sir J. de Courcy Laffan, Bart.
Sir Wm. De Bathe, Bart. George R. Muskett, Esq., M.P.
Robert John Bunyon, Esq. Sir Francis Shuckburgh, Bart.
Sir Herbert Compton. William Sloane, Esq.
Andrew Tucker Follett, Esq. James Stewart, Esq., M.P.
Colonel Sir Wm. Gosset. John Shewell, Esq.
M. A. Goldsmid, Esq. Thomas Teed, Esq.

Bankers—The Commercial Bank of London, 3, Moorgate street, Bank. Solicitors—Messrs. Adlington, Gregory, Pankier, and Follett. Secretary—William Wright, Esq.

The objects of this company are to make loans upon good securities, and eventually to undertake banking and agency business in the Australian colonies, and the directors, from various sources of intelligence, are convinced in their opinion, that these transactions may be conducted with all the safety and advantage they originally contemplated.

The deed of settlement is now ready for signature at the office of the company. Considerable subscriptions have been already received, and a large number of shares are reserved for the colonies, but the directors will be ready to receive applications for the remaining unappropriated shares reserved for this country. Prospectuses and all necessary information may be obtained of the Secretary, at the office of the company.

Deposits of £2 per share, to accompany each application, may be paid in London to the Commercial Bank of London, 3, Moorgate street, Bank, and to the principal joint-stock banks and their branches throughout the country.

FORM OF APPLICATION.

To the Directors of the British Colonial Bank and Loan Company, 13, St. Swithin's lane, London. Gentlemen,—I request you will assign to me shares in the British Colonial Bank and Loan Company, having in terms of the prospectus paid into the Bank the sum of £2 per share, to be applied in part payment of the first deposit, in the event of this application being complied with, either in whole or in part; such shares to be held as stated in the prospectus upon the rules and regulations of the deed of settlement. I am, Gentlemen, your obedient servant,

ROYAL BANK OF AUSTRALIA.

Capital £1,000,000, in 25,000 shares of £40 each. Deposit £5 per share.

Benjamin Boyd, Esq. Alexander Cockburn, Esq.
Thomas Meux, Esq. William P. Crawford, Esq.
George Webster, Esq. John Cunneil, Esq.
John W. Sutherland, Esq. John Mitchell, Esq.

Standing Counsel—Peter Laurie, Esq.

Solicitors—Messrs. Parkes and Webster, 15, New Broad-street; Messrs. Johnston and Farquhar, 32, New Broad-street.

Bankers—Union Bank of London, Moorgate-street, Lothbury, and Argyll-place, Edinburgh.—National Bank of Scotland.

LEITH—Edinburgh and Leith Bank.

GLASGOW—Western Bank of Scotland.

GREENOCK—Greenock Bank.

ABERDEEN—Town and County Bank.

ABERDEEN—Aberdeenshire Banking Company.

DUMFRIES—Southern Bank of Scotland.

AYR—Ayrshire Banking Company.

The object of the company is for the transaction of all banking business at Sydney, Launceston, Adelaide, Port Philip, and such places as the directors may deem advisable, and it is intended to apply, as far as possible, the system which has proved so successful in Scotland.

The extraordinary progress which the Australian Colonies have made within the last few years, the continued flow of emigration towards them, together with the high value of money there, call for an increased number of establishments of this description, and the prosperous condition of the banks already in operation is a sufficient guarantee that under prudent management this investment must prove a most profitable and secure one to the shareholders, as high rates of interest are obtained with perfect security, in a country where from well ascertained data, capital is improving at rates varying from 10 to 25 per cent. per annum. The following extract from the official share list of February 1, 1840, shows the present value of stock in two of the Australian Banks formed in London.

	Original share.	Paid up.	Present price.
Bank of Australia	£40	£10 0	£27 10 6
Ditto (new shares)	40	10 0	17 10 0
Union Bank of Australia (estab. in 1838)	25	17 10	29 10 0

Nor can the prosperity of banking operations connected with those colonies be better illustrated than by reference to the satisfactory report of the Union Bank of Australia, presented to the proprietors at the general meeting on the 2d of February, and by the following extract from the Rev. Henry Carmichael's pamphlet on "The State of the Colonies." "There are at present in Sydney three Joint-Stock Banking Companies in operation, with a paid up capital of about £200,000 each, which divide a profit annually of from 20 to 25 per cent. His Excellency, Sir James Stirling, also, in his recent work on Western Australia, says, in allusion to the Western Bank of Australia:—"The second half year left a clear profit over the expenditure of 14 per cent., which, after setting aside one-fifth as an accumulation fund, according to an existing rule, enabled the directors to declare a dividend of 14 per cent. on the paid-up capital; at the close of the year no disbursement bill remaining on hand, nor had the solicitor of the bank to commence a single suit for the recovery of a debt due to it."

The directors have for some time been making arrangements for immediately carrying into effect the objects of the company, and in order to advance the influence of the bank in the colonies, they have reserved a portion of the shares for distribution there.

As the principal part of the business must necessarily be carried on in the colonies, it has been thought inexpedient to have numerous boards of directors in London. It has therefore been determined that the number shall not at any time exceed ten, but to be the prudent administration of the affairs of the bank, a complete system of superintendence is now being organised by the directors for the establishments in the colonies.

A sufficient capital has already been subscribed to enable the directors to commence business immediately. They have therefore resolved, in order to avoid the inconvenience which has been found to arise in other undertakings from an unrestricted application for shares, and to induce only those to apply who wish to become bona fide proprietors, not to entertain any application unless made in the printed forms provided by them for that purpose, and accompanied by a payment of £2 upon each share applied for, the directors reserving to themselves, at the time of superintendence, the right to reject or comply with such application, either in whole or in part, the money to be returned if the application be rejected, and to be placed to the credit of the party in respect of the shares allotted to him if accepted. For the guidance of those who may wish to become proprietors, it may be mentioned, that it is not in contemplation to call up more than £10 per share for the next twelve months.

The directors have postponed filling up the London board to the full number of ten, in order to give them the opportunity of selecting influential proprietors, whose assistance and co-operation they may think it advisable to secure for the interests of the concern; power is reserved to them for that purpose, and they are also authorised to complete all other arrangements necessary for putting the company into immediate operation.

Application for shares, in accordance with the printed form, to be made to Messrs. Boyd & New Bank-buildings, Lothbury, London.

BANK OF ASSIA.

—Capital £2,000,000.—In shares of £100 each (with a reserved power of augmentation).

Chairman—The Right Honourable Sir George Osseley, Bart.

Deputy Chairman—William Jardine, Esq.

DIRECTORS.

Thomas H. Brooking, Esq. A. E. McDonnell, Esq., late Madras Civil Service.
Charles Buller, Jun., Esq., M.P. C. F. Middleton, Esq., late Bengal Civil Service.
Sir John Campbell, K.C.H.K.L.S., Madras Service. Jacob Montefiore, Esq.
John Chapman, Esq. George Money, Esq.
James Cockburn, Esq. William Newnam, Esq., late Bombay Civil Service.
James Buller East, Esq., M.P. Charles Norris, Esq., late Bombay Civil Service.
Charles Elliot, Esq., late Bengal Civil Service. Samuel Prior, Esq.
Aaron Asher Goldsmid, Esq. Colonel H. D. Robertson, late Bombay Service.
Thomas Goldsworthy, Esq. Major-General G. A. Taylor, C.B., Madras Service.
Colonel Sir Frederick Hankey, G.C.M.G. Joseph Hoare, Esq.
C. E. Layard, Esq., late Ceylon Civil Service.

Thomas Weeding, Esq.

AUDITORS.

George Gowan, Esq., late Madras Civil Service.

J. B. Montefiore, Esq.

BANKERS.

Messrs. Barnett, Hoares, and Co. Messrs. Smith, Payne, and Co.

STANDING COUNSEL—Francis H. Goldsmid, Esq.

SOLICITORS.

Messrs. Crowder and Maynard.

This company has been formed for the purpose of establishing a Bank for the British Possessions in India, and for other parts of Asia, where, after mature deliberation and attention, the directors feel satisfied that capital can be securely and beneficially employed in carrying on the business of Banking.

The capital of the company is divided into 20,000 shares, a portion of which will be reserved for allotment in India.

The general management of the Bank will be vested in a court of directors resident in London; and the branches in India will be conducted by local boards of managers, under appointment from the directors in London.

A general meeting of the proprietors will be held annually in London, at which a full report of the company's affairs will be submitted.

A deposit of £5 per share to be paid on the allotment of the shares; the future calls will be determined after the charter shall be obtained.

Applications for shares to be addressed to the secretary, at the temporary offices of the company, 61, Moorgate street.

ROBERT MONTGOMERY MARTIN, Secretary.

SWANSEA AND GWAUN-CAE GWRWEN ANTHRACITE COMPANY.

The directors have the satisfaction of announcing, that one of the pits at Gwaun-cae-gwrwen has just reached the "big vein," or "Mifflon vein," of Anthracite, or Stone Coal, and that it is of superior quality. They have, therefore, resolved on issuing the reserved shares at a premium of £5 each. Applications for shares or prospectuses to be made (if by letter, post paid) at the office of the company, Harrington-place, Queen-square, Bath, or to Messrs. W. and E. D. ne, solicitors, 61, Lincoln's Inn-fields, London.

A GENTLEMAN, who for upwards of Twenty years has been

confidentially employed in the COPPER-SMELTING BUSINESS, is anxious for employment. For references, apply to the Editor of the MINING JOURNAL.

CORNISH SCRIP AND OTHER SHARES.—Holders of the

above, feeling disposed to SELL, will find purchasers for them by applying to Mr. Bowden, No. 2, Bank-chambers, London.

MINING PROPERTY FOR SALE OR PURCHASE.

WILLIAM TRENEER, JUN., MINE AGENT AND SHARE BROKER (late of Redruth, Cornwall), 55, Threadneedle-street, London, is in a situation to treat for the sale or purchase of the best mining shares in Devon and Cornwall, together with those that are at a considerable discount. Mines inspected by men of well known celebrity, and specimens of ores may be seen at his office. All communications to be post-paid.—Feb. 1.

GENERAL MINING OFFICE, 71, CHESTER-STREET, BIRKENHEAD.

SHARES IN MINES, QUARRIES, &c., BOUGHT, SOLD, OR EXCHANGED.—All business relative to Mines, Quarries, &c., such as Inspection, Examination, and Auditing Accounts, together with the best advice of practical and experienced Mine Agents, in most of the Mining Districts in the United Kingdom. It frequently occurs, after considerable outlay in Mining speculations by parties unacquainted with such concerns, either from want of proper information or advice, that great sacrifices, or abandonment of their shares without a proper consideration for their interest, have to be made. To such parties, this establishment offers all the facilities and advantages that practical knowledge and experience can accomplish; therefore, persons unacquainted with Mining concerns will find it their interest to consult this establishment previous to entering upon, or retiring from, any Mining speculation.—Attendance from Ten to Three o'clock daily.

ON SALE.—The whole, or part, of an exceedingly rich MANGLANEK MINE, also a few shares in a very profitable LEAD WORK in North Wales.

TO COAL OWNERS, MINERS, RAILWAY CONTRACTORS, EXCAVATORS, &c.—HALL'S PATENT HYDRAULIC BELT, OR WATER ELEVATOR.

By this simple, efficient, and economical invention, which has many advantages over pumps of every description, water is raised and discharged in a uniform and continuous stream, at any required elevation. The work is done in proportion to the power applied, is much greater than in the case of the ordinary pump of the best construction. The apparatus is now at work on the premises of Messrs. Eveleigh and Neave, Greenigate, Salford, where it may be inspected any day, from nine to ten o'clock in the morning, and from three to five in the afternoon; also at Mr. Edward Hall's, Bunby Bank, Oldfield-lane, Salford, and at the Tunnel, on the Manchester and Sheffield Railway, at Salfordbrook. A working model can be seen at the King's Arms, King-street, Manchester, where Mr. Hall will give every requisite information.

TO THE SCIENTIFIC AND MECHANICAL WORLD.

PALLADIUM.—This peculiar metal was discovered by the late Dr. Wollaston, in the year 1808, and, for some years, was only known to exist in the native Platinos of Colombia. In 1812, it was noticed, by Mr. Percival N. Johnson, in the coin and small negotiable ingots of gold brought from Brazil. Since 1824, it has been ascertained that this metal exists in combination with the gold in the mines of the "Imperial Brazilian Mining Association" at Congonha, in Minas Geraes, from which it is easily separated by a process discovered by Mr. P. N. Johnson. It is thus rendered more abundant, and its introduction will be a most general. Palladium possesses many highly valuable properties, which may be applied in various branches of the arts; and, as it equally resists sulphureted hydrogen and animal acids, it has, for many purposes, advantages even over Gold and Platinum. The peculiar characteristics of this metal are, that it requires a much greater degree of heat for fusion than gold, and that, without injuring its properties, it may be brought to almost any extent of hardness or softness. Its specific gravity is only about one-half that of platinum, and as (14 to 18 in relation to gold; it is, therefore, more economical in use. The application of it is at present confined to dental surgery; graduated scales for astronomical, nautical, and other instruments; springs for various purposes, retaining points, lancets, and ornamental works of different descriptions. The attention of scientific and practical men is particularly called to the importance of employing this valuable metal in the arts, where its advantages may be conspicuously displayed.

The metal may be had on application (by letter or personally) to Mr. GEORGE THOMAS, Secretary of the "Imperial Brazilian Mining Association," Winchester-house, Old Broad-street, London, at the price of 70s. per oz. troy, being only one-sixth of the price of gold, and less than half of that of platinum, calculating equal bulk.

THE THAMES TUNNEL IS OPEN TO THE PUBLIC

every day (except Sunday), from Nine in the morning until dark. Admission One Shilling each. Entrance near the Church at Rotherhithe, on the Surrey side of the River. The Tunnel is now opening of 110 feet in length, brilliantly lighted with Gas, and is completed to within 50 feet from the Wharf, with Wapping. By order, J. CHALKER, Clerk to the Company. Thames Tunnel Office, Wallbrook-buildings, Wallbrook, March.

THE PATENT SAFETY FUSE.

FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonials to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c. "I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patrons, BICKFORD, SMITH, and DAVEY, Camborne, Cornwall.

PROCEEDINGS OF PARLIAMENT RELATIVE TO
JOINT-STOCK COMPANIES.

FRIDAY, MARCH 6.

Petition of the Rev. Egerton Arden Bagot, against the Birmingham and Derby Junction Railway and Tamworth Approach Bill; referred to the committee on the bill; counsel ordered.

Farmers and General Fire and Life Assurance Company—Bill "to enable this company to sue and be sued in the name of the manager, chairman, or any one of the directors, or secretary of the company," presented; read first time; ordered to be read the second time.

Birmingham and Gloucester, and Bristol and Gloucester Railways Union—Bill "for empowering these companies to treat with the Cheltenham and Great Western Union Railway Company for the purchase of a portion of their undertaking, and for authorising the union of the two first-mentioned companies," presented; read first time; ordered to be read the second time.

Standing Orders Committee—The following resolution was reported, and agreed to:—"That in the case of the London and Greenwich Railway Station petition, the parties be permitted to proceed with their bill."

The petition for leave to present a petition for a bill for the Thames Tunnel, was reported; leave given.

Austin's Patents—Petition for bill reported; bill ordered to be brought in. The petition for the Newcastle-upon-Tyne and North Shields Railway, and the Birmingham, Bristol, and Thames Junction Railway Bills, were reported, and bills ordered to be brought in.

London and Greenwich Railway Enlargement and Station—Resolution read; bill ordered to be brought in.

Petition for the Thames Tunnel bill; referred to the select committee on petitions for private bills.

The committee on the Protestant Dissenters Assurance Company Bill received; leave given the committee to sit and proceed on Tuesday next.

Railways—Petition of William J. Curtis, for the adoption of measures for reducing the risk, and promoting the convenience of travelling by railways, referred to select committee on railway communication.—Two petitions for relief from the tax on passengers; referred to the select committee on railway communication.

Duffryn Llynvi Railway—Bill "to enable the Duffryn Llynvi and Porth Cawl Railway Company to raise a further sum of money, and to amend the Acts relating to the said railway, and to the Bay of Porth Cawl, in the county of Glamorgan," presented; read first time; ordered to be read the second time.

Bristol and Exeter Railway—Bill "to amend and enlarge the powers and provisions of the Acts relating to this railway," presented; read first time; ordered to be read the second time.

MONDAY:

Eastern Counties Railway—Order for bill read, and discharged;—another bill ordered to be brought in.—New bill presented; read first time; ordered to be read the second time.

Great Level of the Wash Inclosure—Bill "for inclosing and reclaiming from the sea certain tracts of land forming the great estuary called the Wash, between the counties of Norfolk and Lincoln," presented; read first time; ordered to be read the second time.

Penzance Pier and Harbour—Bill "to amend an Act of the 57 Geo. III., intituled, 'An Act for fixing the dues, duties, and payments for all goods, wares, and merchandise landed on or shipped from the pier or quay of the town of Penzance, in the county of Cornwall, and on all ships and vessels resorting to the said pier or quay, or to the harbour of Penzance, and for making and maintaining an additional pier and dock within the said harbour,'" presented; read first time; ordered to be read the second time.

Newcastle-upon-Tyne and North Shields Railway—Bill "to amend the Act relating to this railway, and to raise a further sum of money for the purposes of the said undertaking," presented; read first time; ordered to be read the second time.

The Tweeddale Patent Drain Tile and Brick Company Bill was reported, and ordered to be ingrossed.

Edinburgh and Glasgow Railway—Report from select committee on petitions for private bills read; bill ordered to be brought in.

The Marine Insurance Company Bill was reported, and ordered to be ingrossed.

Standing Orders Committee—Resolution reported—"That, in the case of the London Steam Docks petition, the standing orders ought not to be dispensed with." Report ordered to lie on the table.

Birmingham and Derby Junction Railway and Tamworth Approach—Petition again at; referred to committee on the bill; counsel ordered.

London and Greenwich Railway Station—Report from select committee on standing orders read; bill ordered to be brought in.

Two petitions for free competition on railways; referred to the select committee on railway communication.

TUESDAY:

The General Steam Navigation Company Bill was read the second time, and committed.

The Tweeddale Patent Drain Tile and Brick Company Bill was read the third time, and passed.

Austin's Patents—Bill "for forming and establishing a company, to be called 'The Deep Sea and General Salvage Company,' and for enabling the said company to purchase certain letters patent," presented; read first time; ordered to be read the second time.

Birmingham, Bristol, and Thames Junction Railway—Bill "to amend and enlarge some of the provisions of the Act relating to this company, and to authorise the company to raise a further sum of money for the purposes of the said undertaking," presented; read the first time; ordered to be read the second time.

London and Greenwich Railway Enlargement and Station—Bill "to enable the London and Croydon Railway Company to enlarge a portion of the London and Greenwich Railway, and for other purposes," presented; read first time; ordered to be read the second time.

Petition in favour of the Birmingham and Derby Junction Railway and Tamworth Approach Bill; ordered to lie on the table.

Edinburgh and Glasgow Railway—Bill "to amend the Act relating to this railway," presented; read first time; ordered to be read the second time.

Dean Forest Railway—Bill "to enable this company to make a new branch or extension of their railway from Cinderford-bridge to Brimsill, and to amend the Act relating thereto," presented; read the first time; ordered to be read the second time.

London and Greenwich Railway Station—Bill "to enable the London and Greenwich Railway Company to provide a station in the parish of St. Olave, in the borough of Southwark, and county of Surrey," presented; read first time; ordered to be read the second time.

Northern and Eastern Railway—Bill "to enable this company to abandon a portion of their line originally authorised to be made, and to alter and amend several of the powers and provisions of the Acts relating to the said railway," presented; read first time; ordered to be read the second time.

Petition of Ebenezer Robins, against the Birmingham and Derby Junction Railway and Tamworth Approach Bill; referred to committee on the bill; counsel ordered.

The report on the North Union Railway Bill was further considered; amendments agreed to; clauses added; bill ordered to be ingrossed.

Banking—Petition of William Augustus Keotish, for the establishment of a bank on national account, to supersede the Bank of England and of Ireland; ordered to lie on the table.

THURSDAY:

Hartholme Dock and Railway Company—Petition of owners of, and proprietors in, certain railways and collieries in the county of Durham, against; referred to the committee on the bill; counsel ordered.

Petition in favour of the Eastern Counties Railway Bill; ordered to lie on the table.

The North Union Railway Bill was read the third time, and passed.

London and Greenwich Railway Bill—Petitions against: from Messrs. Williams, Brooks, Powell, and Bradbury; South Eastern Railway Company; London and Croydon Railway Company; referred to committee on the bill; counsel ordered.

The Arbroath and Forfar Railway Bill was reported, and the report ordered to lie on the table, and to be printed.

Railways—Petition of the Newcastle-upon-Tyne and North Shields Railway Company, for alteration relative to the tax on passengers; referred to the select committee on railway communication.

The Chester and Crewe and Grand Junction Railways Consolidation Bill was reported, and the report ordered to lie on the table, and to be printed.

The Marine Insurance Company Bill was read the third time, and passed.

Cool Trade Regulation Act—Petition of George Beeson, for the extending the operation of the Act 1 and 2 Will. IV., c. 76, throughout the United Kingdom; ordered to lie on the table.

Railways (Ireland)—Petition of the High Sheriff and grand jury of the county of Limerick, for the adoption of measures for promoting railway communication in Ireland; ordered to lie on the table.

Volcanic Action.—Volcanic action is defined by Humboldt to be the influence exercised by the internal heat of a planet on its external surface, during its different states of refrigeration; by which, convulsions of the land, or earthquakes, and the elevation and subsidence of large portions of the solid crust, are produced. The number of existing volcanoes is estimated at about 200, of which 116 are situated in America, or its islands.—*Advocate.*

THE SULPHUR TRADE.

In the House of Lords, on Monday, the 23rd inst., Lord LYNDHURST said he had been requested to present a petition respecting the commercial relations of this country with Sicily, and in particular as far as regarded the state of the sulphur trade carried on by that country. It was signed by several merchants of the city of London, and he had been apprised that similar petitions had been forwarded by the merchants of Liverpool and the city of Glasgow; but, from some accidental circumstance, he had not yet received them. The subject was one of very considerable importance in amount to the petitioners, and also to the manufacturing concerns of this country. Their lordships were no doubt aware, that in consequence of modern discoveries in chemistry, the article of sulphur had become one of great importance in their manufactures, and in the course of eleven years, ending 1837, the importation had increased eleven fold. In 1826 they imported into that country only about 4000 tons of sulphur, which was employed principally in their manufactures; and, in 1837, the importation had increased to the enormous amount of 44,000 tons; and from that their lordships were aware of the increased importance of the trade in that article. Their lordships must be also aware that the whole, or nearly the whole, of the sulphur imported was from the island of Sicily. It was found in other places, but it was found in such large quantities, and was so easily accessible there, that almost the whole of their supply was derived from that source. In 1816 a commercial treaty was entered into between this country and Sicily, and by the stipulations of that treaty it was provided that ample protection should be afforded to British subjects and commerce—that British subjects should, without let or hindrance, be allowed to dispose of their property—that in all respects they were to be treated as the subjects of the most favoured country, and that no duties, taxes, or imports, should be levied on their property beyond those of the most favoured territory. These were the stipulations of that well-known treaty, and in consequence thereof, and on the faith of the reliance placed upon it, the merchants of this country embarked large property in it. They had taken a lease of the mines—they had established machines at a large expense, thereby increasing the supply; in fact, they had created the trade and extended it, and up to the year 1838 it was carried on most advantageously and beneficially to the parties immediately concerned, and also most advantageously to the manufacturing interest of England. In July, 1838, it was first announced that the Sicilian Government had granted the monopoly of that most important article to the French, not to the French Government, but to a number of adventurers. Their lordships would find that, by the terms of that contract, the sulphur did not at all belong to the government, the mines being the property of private individuals. They knew enough of the manner in which transactions of that kind took place, to be able to form some conjecture—some apposite conjecture, perhaps—on the subject; but the advantage that was gained to the parties to whom he had referred, was enormous, for at that time they had imported into France an immense amount of sulphur, that was selling at a loss, and in consequence of this prohibition the advance in the price increased enormously, so as to render that which was before a loss to the individuals, extremely advantageous to them, at the expense of British interests. But there was a direct infraction of that clause to which he had referred, because by that treaty every British subject was allowed to dispose of his property without any hindrance whatever; but this limitation was suggested, as he understood, for the general benefit of the trade. That suggestion could not be supported, for this reason, namely, that those persons who were monopolists were not bound by the limitation, for they might export any quantity which they thought proper, provided only that one-third of the profit of that part which exceeded the stipulated amount should be paid over to the Sicilian Government. They had, therefore, the power to pour into the market what quantity they thought proper for their own interests, sacrificing the interests of their competitors, and, among others, the interests of the subjects of this country. That was not the only way in which the monopoly was a direct infringement of the treaty to which he had referred. It was provided by the contract of monopoly that no one in the limitation should sell any sulphur except to the French contractors. There was this alternative, however, that British subjects or others might, if they thought proper, instead of selling to the contractors limited by the contract, export for their own benefit, and at their own instance. But the contract in that respect had this term, that if they did so, they must pay a duty—which duty amounted nearly to the value of the first cost of the article, and to twice the amount at which the monopolists had a right to export the articles themselves. Here, therefore, was a direct infringement of the treaty, in which it was stipulated, in express terms, that British subjects, with respect to their property, and taxes, and imposts on importation, should be put in the same situation as the most favoured nation. It was a direct infringement of the treaty to which he had referred. But there was another circumstance of which the petitioners also justly complained. In the course of trade contracts had been entered into for the supply of sulphur at a future period. The monopoly was announced on the 1st of July, to come into operation on the 1st of August following, only one month after its commencement, and the consequence was a great increase of price; and all those persons, therefore, who had entered into contracts for the supply of the article at a certain price, found the prices so advanced that, to fulfil them, would involve them in ruin; and the consequence was, that twenty-four of our British ships, which arrived for the purpose of conveying sulphur to this country, returned without their cargo. The sulphur trade, therefore, which was of so much importance to Sicily and this country, was put an end to. It was true that parties still held their property—the mines were still worked—but, as he had told their lordships, the trade was substantially at an end. The price of the article in the English market was double what it was in 1837, and the merchants of this country were reduced to all sorts of expedients to obtain a substitute for the article at a cheaper rate than the high price they were obliged to pay the merchants of Sicily. As their lordships would suppose this had created a great outcry and remonstrance on the part of the British merchants in Sicily, and the Sicilians themselves, because it had the effect of throwing an immense number of native labourers out of employment, and he was told that the indignation excited was so strong, that if an English ship of war had arrived off the coast during that period, an end would have been put to the monopoly. But that was not the course the British Ministry thought right to pursue; they entered into negotiation, and a Mr. McGregor was appointed for that purpose, but had been carrying on negotiations for the last eighteen months without any practical result. The monopoly still continued—the loss still continued—the trade still stopped—and nothing effectual had been done to remove these evils. He (Lord L.) understood that some treaty was actually signed at the close of last year. Why it was not ratified he had no means of ascertaining, but he was happy to see a noble friend in his place, who was resident at Naples during these negotiations, and was then a member of Her Majesty's Government, and would, no doubt, be able to give some satisfactory explanation on the subject. The object of the petitioners was to call attention to the subject. They felt that they had a right to protection—they had a right to call upon Her Majesty's Government that justice should be done—that they had a right to insist on compensation for the injuries they had sustained, and protection as to the future—and with that view, and that alone, they had requested him to present the petition which should be now read.

The petition was read at length at the table, upon the motion of the noble and learned lord.

Viscount MELBOURNE said that the noble and learned lord had stated the whole of the circumstances with regard to the amount of British capital embarked in this trade, the obligation of the treaty by which the government of the Sicilies were bound, and the whole of the transactions which had taken place, with the exception of some inaccuracies with respect to the latter part of it, without the least exaggeration. The noble and learned lord said that he (Viscount Melbourne) had, on a former occasion, anticipated that many discussions would take place in that house during the present session upon the subject of the commercial relations of this country, and appeared to draw an inference from that fact that he was conscious in his own mind that they had not been sufficiently attended to. He begged to assure the noble and learned lord, however, that his opinion was founded upon no such shadowy and sceptical idea, but upon the number of notices of motion already placed upon the books of that House, and of petitions also which had been presented both in that and the other House of Parliament relating to that subject. The noble and learned lord had adverted to the influence by which this sulphur monopoly, the nature of which he had truly stated, had been obtained. It had been granted, as he said, in favour of certain inhabitants of France; but by whatever individuals, it had not been obtained by the present government of France, and it was not in favour of the French nation that it had been established. In the next place, the noble and learned lord stated what was right, and what was the view always taken by the government upon this question, that this was not the subject of treaty at all—that there had been an infraction of the treaty of 1816—that what had been done was in complete violation of the two articles contained in that treaty—and that, therefore, it was not matter now on which we had a right to treat, but that it was a subject on which we should rather call upon the Sicilian Government for an explanation of their conduct. When it was in agitation, it was strongly re-asserted against by our resident there; and, in the month of August last, a verbal assent was given by the Neapolitan Government that the monopoly should be abolished. It had not been done away, and it was, undoubtedly, left for the Government of England to demand the fulfilment of the treaty; and it was for us to afford our subjects, who had embarked in the trade, that protection to which they were entitled. The noble and learned lord said that the government had resorted to a negotiation through the medium of Mr. McGregor. That, however, was not correct. It was understood in the summer that the government of Naples were favourable to the adoption of fresh commercial arrangements with this country, one of which was the adoption of a new tariff, and the determination of fresh export and import

duties. Mr. McGregor was sent over to ascertain the terms of the new tariff, and the reductions proposed to be made by the government of Naples, and that was the sole object of his mission. Undoubtedly he, though with the best intention, did go further than this, and he did enter into the treaty to which the noble and learned lord had alluded. Not being authorised he had concluded a treaty which was unsatisfactory, as making that a matter of treaty which was not a matter of treaty; and, besides, as involving other questions, and the government did not think it fit to ratify it. Mr. McGregor was a man of talent and of great experience, and had acted with the best intention, but he did that which he was not authorised to do, and besides, not being in possession of the dealings of his own government, he did it imperfectly. The time had arrived now, however, when it was unquestionably necessary for the government to take some decided measures in the matter. The strongest representations had already been sent out, and it had been already declared that we must persist in the fulfilment of the treaty—an object which it appeared that the petitioners desired only to attain.

Lord LYNDHURST said that eighteen months had now elapsed since the infraction of the treaty. He should wish to know what had been done during that time with regard to the case? The losses to the merchants had been going on all that time, to the amount, he was told, of 1000l. a day. Surely this was a case, then, for immediate interference.

Viscount MELBOURNE answered that no act had been done, as he had already stated. The government had had the promise that the monopoly should be put an end to, and it now rested with this country to insist that the treaty should be fulfilled.

Lord LYNDHURST desired to be informed, whether the noble viscount knew whether the Neapolitan Government did not insist upon the continuation of the monopoly for six months, from the 1st of January last?

Viscount MELBOURNE: I have not heard of that.

Lord LYNDHURST: Six line-of-battle ships sent from Malta to Naples would have settled the matter at once.

LAW INTELLIGENCE.

WHEEL CONCORD MINES.

COURT OF CHANCERY—MARCH 6.

MURPHY v. HILL.—This was a motion for an injunction to restrain the defendants from working a mine in the county of Cornwall, called the Wheal Concord, and for a receiver of the profits. The case made in support of the motion was that the plaintiffs were improperly turned out of possession of the mines in the year 1836, and that in as short a time as possible they brought an action to establish their right—that they succeeded in the action—and that the court was now bound to interpose for the purpose of maintaining their rights in equity; the defendants, who have continued to work the mines, being in the receipt of considerable profits from the discovery of a new lode of ore.

The Lord CHANCELLOR saw no case made by the plaintiffs to justify the application now made to the court. It was plain from the affidavits that they knew their rights, and the course they ought to have adopted to enforce them, as early as the middle of 1836; but, instead of applying to the court then, they allowed the matter to sleep, or looked on without doing any thing, while the defendants were expending considerable sums in working the mine, and as it appeared, with a very profitable result. In refusing the motion, the court did nothing to prejudice the question of title, but his lordship gave his entire concurrence to the doctrine laid down by Lord Eldon, in "Norway v. Rowe," 19th Vesry, jun. Giving judgment in that case, Lord Eldon is reported to have said, "In the case of 'Seahouse v. Christian,' Lord Rosslyn advanced a doctrine with regard to mining concerns upon which the court would not refuse to act without great consideration; holding that if the plaintiff, not having the legal interest, stands by, suffering the defendant to incur great expense and risk, that is a case not to be admitted in a court of equity. Consider the nature of such a concern. It frequently remains for years in the most hopeless state, and may at last be rendered profitable by an adventurous speculator embarking property of his own, or others in the pursuit. The speculation is very hazardous; perhaps when you have a golden prospect the whole may fail. I have known a copper mine producing 20,000l. a year, and the next week worth nothing; and that is as true of coal mines. There are persons who will stand by; see the expenditure incurred; if it turns out profitable set up their claim—if otherwise, have nothing to do with it. It deserves great consideration whether the court would interpose, even by decree, much less on motion." In these observations of Lord Eldon his lordship fully concurred, and looking at what had taken place in the present case, and the delay, of which there was no satisfactory explanation, he thought the motion must be refused, and with costs.

THE GOLD DUST ROBBERY.

CENTRAL CRIMINAL COURT.

The trial of Lewis Casper, commenced on Friday morning, was resumed on Saturday morning, and concluded at nine at night. The prisoner, it will be recollected, was convicted with the others concerned in the robbery, at the June sessions, last year, of being an accessory before the fact. That conviction was subsequently set aside by the judges, on the ground that as Henry Moss, the person who by his own confession was employed to carry off the two boxes of gold dust from the wharf of the prosecutors, Messrs. Hartley and Co., of John-street, Crutchedfriars, had not been charged with the larceny, but was admitted to give evidence against his accomplices, the indictment against the prisoner could not be sustained, as Moss, the thief, had not been convicted. A fresh indictment was consequently prepared against the prisoner, charging him with counselling and inciting Moss to steal the property; and, to remove the objection which had been taken in the former case, Moss was allowed to plead guilty to the larceny, and was nominally sentenced to be imprisoned for one day in Newgate, by which conviction he became a competent witness against the prisoner.

The evidence for the prosecution was precisely similar to that which was brought forward at the last trial, and, as the facts of the robbery must be fresh in the recollection of the readers of the Mining Journal, it will not be necessary to repeat them.

The defence of the prisoner was an attempt to prove an alibi, for which purpose he called forward his younger brother, his two sisters, and other witnesses, to show that on the day prior to the robbery, namely, Sunday, the 24th of March, he was at home nearly the whole of the day, and did not leave his father's house until between four and five o'clock in the afternoon, and further, that he did not go to his employer's office until past nine o'clock on the Monday morning. The prisoner's brother also swore that Moss was not the man who carried off the two boxes of gold dust in a cab on the morning in question. The man he saw waiting in a cab at the door of Messrs. Hartley's office was a much older man than Moss, and had large gray whiskers.

Mr. CLARKSON replied.

The RECORDER having summed up the evidence, the jury, after deliberating about twenty minutes, found the prisoner guilty.

The RECORDER then addressed the prisoner, and said that the jury, after a long and patient investigation, could arrive at no other conclusion but that he was guilty of instigating to steal the valuable property intrusted to his charge, and it was dreadful to think that in order to escape from the consequences of his crime he had called several witnesses of his own family, who ought to be dear to him by the ties of blood and affection, to commit the foulest perjury. The case afforded an important lesson in this respect, for it proved that all combinations formed for the purpose of committing such offences were sure to be detected, either through the cupidity, the fear of personal danger, or the private malice of some of the parties concerned. The learned Recorder, after some further observations, said, that although the prisoner was the main instrument by which the robbery was effected, he was by the statute subjected only to the same degree of punishment as the thief, but the court would feel that it deserted its duty if that punishment was not extended to the fullest extent in this instance.

The prisoner was then sentenced to be transported for seven years.

The RECORDER, on the application of Mr. Clarkson, directed that the expenses of the prosecution should be allowed on the same liberal scale as on the former trial.—[Mr. Hartley, we understand, will be reimbursed the heavy expenses of the prosecution.]

BANKING ESTABLISHMENTS.—In the House of Commons, on Tuesday evening, on the motion of the Chancellor of the Exchequer, a select committee was appointed, to inquire into the effects produced on the circulation of the country by the various banking establishments issuing notes payable on demand.

BIRMINGHAM BOROUGH BANK.—At a meeting of the shareholders of this bank, held on Friday last, the report of the committee appointed on the 21st ult., to investigate the affairs of the establishment was read; it was of a much more satisfactory nature than had been anticipated. It is stated that arrangements are being made to effect a speedy liquidation of the demands upon the bank.—*Midland Counties Herald.*

BANK OF ENGLAND AND JOINT-STOCK BANKS.—A short time since Mr. W. W. Scrimgeour, as manager of the Union Bank of London, made a formal request to be allowed to open a deposit account with the Bank of England; after due consideration, this request has been complied with, therefore we presume there will be no impediment offered to the same indulgence towards any other joint-stock banks in the metropolis. We have much pleasure in recording this proof of correct feeling on the part of the Bank directors, and hope it is an indication of more liberal conduct in future. A few years ago they refused a similar application from the London and Westminster Bank.—*Atlas.*

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PROCEEDINGS OF PUBLIC COMPANIES.

LONDON AND CROYDON RAILWAY.

The ninth half-yearly general meeting of this company was held at the London Tavern, Bishopsgate-street, on Tuesday, the 10th instant.

W. A. WILKINSON, Esq., in the chair.
The CHAIRMAN having briefly opened the proceedings, the SECRETARY (R. S. Young, Esq.) read the report of the directors.

REPORT.

This document, which was of considerable length, commenced by advertising to the mode in which the company's accounts had been kept during the continuance of the former board in office. The present directors had taken the advice of Mr. Groom, the official assessor, who had given in a report reprobating the plan formerly pursued, and recommending that henceforth the books be kept upon the principle of double entry. The report then adverted to retrenchments which had been made in the expenditure, and stated that, in consequence of the unfavourable condition of the money market, the directors had been unable to raise the sum of £100,000, which had been authorized by a late vote of the proprietors. There would be no occasion, however, to raise any additional funds till August next; if at all. The resident engineer, Mr. Richardson, had resigned, and Mr. C. H. Gregory had been appointed in his stead. The late rains had caused extensive slips, the cost of which the directors had thought it right to charge to capital. The large reservoir of the canal at Sydenham had been drained, and partially laid out in an ornamental style. The report next proceeded to detail the negotiations which had been going on with the Greenwich Company, in regard to the joint traffic, according to the recommendation of the Parliamentary committee. The Greenwich Company having refused to accede to the terms proposed, the Croydon Company, in conjunction with the Brighton and Dover, had gone to Parliament for power to construct the new line from Corbett's-lane. In order to avoid hostilities, they had offered the Greenwich Company a perpetual toll of 1d. per passenger, clear of all deductions, for the land required, and for the convenience of changing stations, but this had been rejected. The cost of constructing the line would not entail any permanent expense on the company, being merely a redemption of tolls.

To the report was subjoined a very full statement of accounts, from which it appeared, that there had been received from passengers, from the 1st August, 1839, to the 31st of January, 1840, the sum of 14,741. 8s. 9d. (the number being 47,774 first-class and 216,707 second-class passengers); and from merchandise, &c., a further sum of about 800l. There had been paid to the Greenwich Company, for toll, from July 2d, 1839, to January 6, 1840 (six months), the sum of 9,096. 9s. 9d., for interest on bonds 2667. 1s. 7d., and for wages, &c., 3099. 11s. 6d.—making, with other items, a total expenditure for the half-year of about 16,866l.; the total receipts had been about 15,716l.—leaving a balance on the traffic account of about 2868l.

The report having been read, Mr. MOXON (chairman of the former board), and Mr. MAUBERT and Mr. LIDDIARD (two of his colleagues), defended the mode of book-keeping which had been adopted by them; they had had a banker's pass-book, a cash-book, upon one side of which all receipts had been entered, and on the other all payments, a contract-book, a bond-book, and a share-ledger. They had not paid any bills without a certificate from the engineer, surveyor, solicitor, or other officer in whose department it might be, and they had presented periodical statements to the proprietors. A very detailed account of the cost of every bridge, &c., was in preparation at the time when the late board went out of office.

The CHAIRMAN said, there could be no doubt there were ample materials for accounts, but he did not think there were actual accounts. No imputation was cast upon the late board of having misapplied the funds. The absence, however, of full books had entailed considerable difficulty.

Mr. GOLDSWORTHY (one of the auditors) complained of there being in several cases no sufficient vouchers.—Mr. MOXON said, every purchase or engagement was entered in the minutes of the board, and could be seen by referring to these documents.

The CHAIRMAN, adverting to a paragraph in the report, explained that, by the new arrangement with the Brighton and Dover Companies, some funds would be received from the sale of a portion of the Croydon Company's station to them. Making the new line would not permanently increase the company's capital, although it might be desirable to raise the requisite amount by shares in the first instance. He then went into a long statement of the company's negotiations with the Greenwich directors, who, it would appear, had deferred the matter as long as they could. The toll paid to the Greenwich Company had been 20 per cent. of the Croydon Company's gross receipts, or at the rate of 6000l. a-year, which amount represented 120,000l. The directors thought the new line from Corbett's-lane could be made for that sum, and only the land would be required beyond that amount. The directors had offered for the land a perpetual toll of 1d. per passenger, clear of all charges, which was of importance, as the mileage duty and other expenses came out of the present tollage; this 1d. from the united Croydon, Brighton, and Dover traffic, would amount to more than 6000l. a-year, which was three or four times the value of the land. The Greenwich directors were now, however, in Parliament (having rejected this offer), for the purpose of compelling the Croydon Company to pay them a toll of 4d. or 6d. per passenger, provided they (the Greenwich Company) made the new line. This the directors thought extravagant, and were now applying for powers to make the line themselves, taking the land at its value, and paying no tolls. The Greenwich Company had no excuse for the proposed charge of 4d., except that, if it were not imposed, a certain class of their proprietors would, as they alleged, receive no dividend; this, however, was not the fault of the Croydon Company, who had only to look for the cheapest and best means of having their traffic conveyed.

A motion for the adoption and printing of the report and accounts was then carried unanimously.

On the motion of Mr. BAILEY, seconded by Mr. SHEWELL, the retiring directors (Messrs. Wilkinson and Baines) were unanimously re-elected.

Mr. CUBITT, who had been appointed to examine into the charges made for works upon the line, then read an exceedingly long report, detailing the results of his investigations. The report in question stated that every information had been most cheerfully and readily supplied by Mr. Gibbs, the company's late engineer, and by Mr. H. Dean, his assistant. Very full details had been obtained from books kept in Mr. Gibbs's office; and of the whole amount expended in the works, there was not more than 5000l. for which there were not satisfactory vouchers. The following are the general heads of the very full statements of cost given by Mr. Cubitt:—

Formation of line up to ballasting	£163,994 0 0
Ballasting, draining, permanent way, &c.	87,543 0 0
Buildings, &c., connected with water	4,666 0 0
Stations	78,736 0 0
Wharves	8,364 0 0
Sundries, locomotives, &c.	66,360 0 0
Total	£309,663 0 0

This was exclusive of the cost of land, Parliamentary expenses, &c. There were no means of ascertaining the exact amount of the extra work done beyond the contracts without a re-measurement, which would involve considerable expense. In conclusion, Mr. Cubitt gave it as his deliberate opinion, that the proprietors had value for their money, and that there was not the least reason to believe that Mr. Gibbs had been guilty of any misconduct, whatever want of judgment there might have been in the formation of his estimates originally. This declaration on the part of Mr. Cubitt called forth strong marks of approbation; and, subsequently, the CHAIRMAN expressed his opinion that Mr. Gibbs's character, which had been impugned by some parties, was fully exonerated from suspicion.

In answer to a question, Mr. CUBITT stated that the cost of re-measurement, above referred to, would be from 5000l. to 10000l. The meeting, however, were unanimously of opinion that it was not necessary to take such a step, and a formal resolution to that effect was passed *nem. con.*

On the motion of Mr. ADAMS, it was ordered that Mr. Cubitt's report be printed and circulated among the proprietors, the CHAIRMAN observing, that it was only justice to all parties that this should be done.

The CHAIRMAN, after highly eulogizing the zeal and talent displayed by Mr. Cubitt, in the long and laborious investigation which he had undertaken, proposed a vote of thanks to that gentleman.—Mr. JOHN WILLIAMS seconded the motion, which was then carried by acclamation.—Mr. CUBITT made a brief but suitable acknowledgment.

Mr. SHEWELL next brought forward a motion for allowing remuneration to the directors, who had hitherto acted gratuitously. He disapproved of unpaid services, as tending to produce carelessness and want of punctuality. He proposed a vote of 5000l. annually, namely—1000l. to each of the eight directors, and 1000l. extra to the chairman—these allowances to be paid in proportion to the number of attendances at the board.—Mr. ADAMS seconded the motion.

One or two proprietors here complained that notice of this motion had not been given. It appeared, however, that notice had been given at the last meeting by Captain Page, that gentleman restricting the allowance to 5000l. a-year.—Mr. SYKES thereupon took up Captain Page's motion (the captain being absent from indisposition) as an amendment to Mr. Shewell's proposition.—Some discussion took place as to the time when the allowance should date.

The CHAIRMAN strongly and repeatedly urged the propriety of including the former board in that vote, for however they might have erred, all would admit that they had devoted much time and attention to the company's affairs. Messrs. MOXON, MAUBERT, and LIDDIARD, expressed their determination not to accept of any remuneration. It was ultimately determined that the vote should take effect from the meeting in October last.

Mr. LIDDIARD thereupon seconded the amendment, which was carried by a very large majority, only a few hands being held up against it.

A desultory conversation took place as to the amount to be awarded annually to the three auditors. Finally, a motion for an allowance of 600l. was carried unanimously.—Mr. GOLDSWORTHY declined receiving any portion of the allowance.

It was stated by the CHAIRMAN, that the daily average number of passengers on the line since February had been 1488, and the daily average receipts 861.; a wet day made a difference of nearly 300l. in the receipts.

Mr. ADAMS proposed a vote of thanks to the chairman for the able and impartial manner in which he had filled the chair that day.—Mr. MAUBERT seconded the motion, remarking, that he had always found the chairman ready to attend to any suggestion he (Mr. Maubert) offered.

The vote was carried by acclamation, and the CHAIRMAN having returned thanks, the meeting, which was very numerous and respectfully attended, terminated.

MANCHESTER AND BIRMINGHAM RAILWAY.

The half-yearly meeting of the shareholders in this undertaking was held in Manchester, on Thursday, the 8th inst.

THOMAS ASHTON, Esq., in the chair.

THOMAS WHEELER, Esq. (the law clerk) read the report.
The report gave an explanation of the arrangement entered into between the Manchester and Birmingham and Grand Junction Companies. That arrangement was permanent in its character; it secured to the Manchester Company perfect independence of action, and its advantages were not limited to their own line, but extended to a participation in the returns which might be derived from the Manchester traffic passing over the Grand Junction Railway. The agreement, which the directors were only restrained from producing by a paramount sense of duty, would, they were convinced, when made known, be found highly beneficial to the interests of the shareholders, while it was calculated to secure to the public the greatest attainable amount of convenience and advantage. In noticing the statement put forth that the company had stipulated not to construct some portion of the railway, the directors denied that there was any truth in the assertion; "the agreement infringed none of the rights of the proprietors relating to the construction of the line authorized by Parliament." It had also been said that the Grand Junction Company were entitled, under the agreement, to use the Manchester and Birmingham line upon the like terms as those accorded to the latter company, in respect of the use of the Grand Junction line, and that therefore the Grand Junction Company would become competitors for the Manchester traffic. To this statement also the directors gave the most unqualified contradiction. The report next referred to the state of the works, and to the prospect held out by Mr. BOCK, the engineer, that his former statements would be realised in the opening of the line to Stockport in the month of May next. The object of the directors in concentrating their exertions at this point had been to secure to the inhabitants of Manchester and Stockport the earliest advantage of railway communication, and to realise for the proprietors some return for their capital whilst the remainder of the company was in progress.

Mr. WHEELER then read the statement of accounts from 1st August, 1839, to 31st January, 1840, from which it appeared that there had, in that time, been received on account of calls, 168,431. 1s. 1d. and from the Manchester and Sheffield Railway Company, for land, 12,364. 18s. 1d. The total receipts amounted to 180,795. 18s. 1d. The disbursements included the following items:—For land and compensation, with incidental expenses, 25,239. 6s. 11d.; and for parliamentary expenses, including agents and fees to counsel, 2244. 11s. 3d. The balance in hand in favour of the company was 4,609. 14s. 1d.

The reports of the directors and engineer, with the statement of accounts, were unanimously adopted.

On a vote of thanks being proposed to the directors, for their attention to the interests of the company, an amendment was moved, but, on a division, only three hands being held up for it, the original motion was carried by acclamation.

PARIS AND ST. GERMAIN RAILROAD COMPANY.

A general meeting of the shareholders in this company, was held on the 2d inst. The report which was read to the meeting stated that "the number of persons conveyed to and from St. Germain during 1839 was 1,011,688, and the gross receipts were 1,636,916. 75c. The number of passengers for the intermediate stations of Nanterre, Châtou, and Asnières, was 299,798, and the gross receipts were 150,072. 5c. The receipts for baggage, &c., were 23,056. 40c. The amount of toll charged to the Versailles Company was 53,521. 29c., making the total gross receipts 1,864,947. 4c. The expenses, including a sum of 56,000. 87c., the tax upon the receipts, and the police charges, were 616,631. 25c., leaving a net receipt of 648,315. 79c., not including the amount produced by ground and other property in the possession of the company. It is stated in the report that the number of passengers from mere curiosity had fallen off in 1839, as compared with 1838, but that this falling-off had been made up by the increase in the number on business. The decrease as to St. Germain in 1839 was 97,783, but on the other hand the increase of passengers for the intermediate stations was 135,130. The number of travellers on the total number of Sundays in 1839 was 349,825, and in 1839 only 328,313; but the number on the ordinary days in 1839 was 58,859 greater than in 1838. The average fare having been reduced in 1839 from 1s. 7c. to 91c., the receipts for 1839, although the number of travellers had increased by 37,347, were 149,635. 80c. less than in 1838; but the expenditure for 1839 shows a saving of 157,839. 10c., arising chiefly from reductions in the charges for keeping the road and the material in order. These have been diminished by nearly one half." After the reading of the report, a dividend of 12s. 50c. per share for the second half year of 1839, being at the rate of 5 per cent per annum upon the price of emission, was declared. The report and the accounts having been adopted, the assembly then re-elected Baron James Rothschild, M. Adolphe d'Eichthal, and M. F. Lefebvre, as administrators.

GREAT WHEAL CHARLOTTE MINING COMPANY.

A special general meeting of the adventurers in this company was convened on the 9th inst., at the George and Vulture Tavern, for the purpose of confirming, or otherwise, the resolutions passed on the 17th ult., for the raising additional capital to carry out the objects of the company.

G. B. CARR, Esq., in the chair.

The minutes of the preceding meeting were read, for the raising additional capital by the creation of new shares. The substance of which, embodied in a series of resolutions, were given at length in our Number of the 23d ult.

The CHAIRMAN stated, that they had merely a communication from Captain Morcom to submit upon the subject of their mine, in which he advised that the workings should be suspended till their engine was in a state to be put to work—they were spending money by wholesale and doing no good. The cost attendant upon the present working of the engine was 2000l. per month.

Mr. PARKER observed, that was an enormous sum to be disbursed for doing nothing.

The CHAIRMAN said, the directors had instructed Mr. Taylor to procure a new boiler, which would make a considerable saving—the expense in fuel alone would be one-third of the present amount. He had no doubt they would ultimately be repaid for all their trouble and anxiety.

Mr. PARKER said, Mr. Field did not approve of the creation of new shares; he thought the best plan to be adopted would be the raising a subscription among the present shareholders, in proportion to the interest they held. He (Mr. Parker) agreed with him that it would be bad policy to create so large a number of shares as that contemplated. If this further creation was not sufficient, what should they be able to do? He thought the mode of subscription would be the best they could adopt for raising the required capital; he would add, it was the general opinion that the mine was on the point of paying for the outlay made.

The CHAIRMAN observed, that the sum of 60,000l. had been outlaid upon the mine, and that it paid the first adventurers the sum of 30,000l. in a short space of time; this produce, moreover, was taken from the shallow levels, from above the thirty fathom level; they had, however, obtained this by picking the eyes out. He considered they should be perfectly justified in spending a further sum upon the property.

The resolutions were then put for confirmation, and passed.

A vote of thanks was then passed to the chairman and board of direction (the shareholders at the same time expressing their entire confidence in their management), and the meeting adjourned.

TAFF VALE RAILWAY.

In the House of Commons on Tuesday evening, after the presentation of several petitions, for and against, Mr. CLIVE moved the second reading of the Taff Vale Railway Bill—entitled "to amend the Acts relating to this railway."—Mr. NICHOL opposed the bill. He objected to its principle altogether, and should move as an amendment, that it be read that day six months. If it passed, it would work great injustice to the original shareholders.

Mr. DUFFY said that he had not heard of any one shareholder objecting to this bill, which he supported. If the House refused to sanction this bill, it would be impossible to proceed with this work. The real cause of the opposition was to favour the new port of Cardiff; but he thought that was not an adequate reason for depriving an important district of the valuable improvement.

Lord GRANVILLE SOMERSET supported the amendment. He could not believe that the House would sanction this bill; the addition sought to be made would involve a very heavy increase of toll, which would be an equal injustice to the public and to the original shareholders.

Colonel WOOD disapproved of the bill, but as he did not wish to stop an important work, he was for allowing the bill to be read the second time, declaring that in the committee he should propose such alteration as would prevent any increase of toll. With this understanding, he hoped they would allow the bill to go into committee.

Lord J. STUART, Sir B. HALL, and Sir T. FREMANTLE opposed the bill, declaring that all the leading interests of the districts were against it.

Mr. F. H. BARKLEY, Mr. WILLIAMS, and Mr. M. PHILLIPS supported the bill. They thought, upon public grounds, it was extremely desirable they should not decide, by a hasty vote of the House, in an undertaking upon which so much money had been expended.

Mr. CLIVE said that an inducement was held out to the public to subscribe for a limited sum to this undertaking. In 1836, power was given to raise 300,000l., and 100,000l. on mortgage. In 1837, power was obtained to make certain grants. At the present moment 75 per cent. had been raised up, and the greater part paid, so that there was at least honesty of purpose in those who subscribed to the work. The reason why they came to Parliament was, that 120 per cent. more than the estimate had been required for the purchase of land.—The House then divided.—The numbers were, ayes, 129; noes, 126; majority in favour of the bill, 3.

REPORT OF THE SELECT COMMITTEE ON RAILWAYS.

The second report of the Select Committee on Railways has been printed by order of the House of Commons. They were specially instructed to consider the expediency of introducing the following clause in all railway and canal bills which might pass during the present session:—

"And be it enacted, that no bridge or tunnel, or approaches to the same, for carrying a turnpike-road over or under any part of a railway or canal, shall be made or constructed of less width between the fences, walls, or parapets thereof, than twenty-one feet, nor shall any bridge or tunnel, or approaches to the same, for carrying any other public carriage over or under any part of a railway or canal, be made or constructed of less width between the fences, walls, or parapets thereof than sixteen feet, nor in any case less than so much greater width, not exceeding thirty feet, as may be the average width of the turnpike or other public carriage-road for 100 yards on each side of that part of the railway or canal where any bridge or tunnel is intended to be made or constructed."

On examining the legal adviser of the chairman of committees in the House of Lords, it appeared that he introduced clauses into all railway bills after 1836, with which the committee (on railways) compared the clause above quoted. It was then found that the rule adopted by the chairman of committees of the House of Lords (with few exceptions) required that the width of turnpike-roads passing under bridges or tunnels should be twenty-five feet, and of highways passing under bridges or tunnels fifteen feet, and that consequently by the clause referred to the committee four feet less as regards a turnpike-road, and one foot more as regards a highway, is required than by the regulations adopted in the House of Lords, which further provide, that the height of a bridge or tunnel passing under a railway should be sixteen feet, and also that the width of a turnpike-road passing over a railway must be twenty-five, and of a public carriage way fifteen feet, with a parapet wall in each case four feet high.

The committee recommend that in the railway Acts the rule of the House of Lords should be adopted, with the addition, that in every bridge or tunnel the arches should spring from abutments of not less height than ten feet. They also recommend the adoption of a rule, that whenever a turnpike-road passes under a railway, the width of the bridge or tunnel shall be no less than thirty feet, and that on each side there be footways 2½ feet wide; that whenever a public carriage-road passes under a railway, the width of the bridge or tunnel shall be no less than twenty feet, with footways of eighteen inches, the bridge or tunnel shall be no less than sixteen feet, and the abutments of the arches not less than ten feet high. They also consider that similar provisions might advantageously be applied to canal bills.

ROYAL UNION ANNUITY ASSOCIATION.

At the first meeting of creditors under the fiat of bankruptcy against George Glenny, the late managing director of this bubble company, the claims against him were stated to be 90,000l., more than half of which were claims of the annuitants of the company, some of whom made an effort to prove on the private estate of the bankrupt, but the commissioner did not think they could, as he was legally in the character of clerk or agent of the company, and their debts were partnership debts, for which other persons were liable as well as Glenny. The most important suspicious circumstances which appeared against the bankrupt was, that he declared he had not any books to show. A good deal of recrimination took place between him and the duped annuitants. The bursting of this bubble has ruined a number of humble individuals, amongst others a poor widow, who died about ten days ago of grief and despondency in consequence of being obliged to seek refuge in a workhouse. She had sunk every thing she was worth to obtain an annuity of 40l. a-year, and she had only been in the enjoyment of it about two years previous to the closing of the concern.

IRON PYRITES AND CALAMINE.—This mineral, which is composed chiefly of iron and sulphur, and is produced in considerable quantities from some of the Derbyshire lead mines, promises, in consequence of the high price of sulphur, to be in some request. It has hitherto been considered as dead or rubbish, and has been thrown away as such. Some gentlemen have been making inquiries for the article (known here as Brazil or mundic) at Matlock, and twenty tons have been forwarded to their works, selected from the old billocks of the Oxclose mine, at Sutterton, and the company express themselves willing to take any quantity that can be collected. Inquiries have also this week been made after calamine (*lapis calaminaris*), and arrangements are in progress which may probably lead to a market being again opened for this once important article to the miner. Calamine is abundant in the neighbourhood of Bonsall and Matlock, and as much as 30000l. annually have been paid for the article in Bonsall alone; but, owing to the introduction of a foreign article, the price has of late years so much declined as to make it (except in a very few instances) no longer worth working for.—*Derbyshire Courier.*

THE MAYFIT AND MAGPIE MINES.—The proprietors of the Mayfit and Magpie mines, near Ashford, have consolidated their interests, and have commenced working the mines conjointly under the direction of John Taylor, Esq., and his son. In the High Peak there is now nearly 60,0000l. invested in mining, and we understand that new operations about to be commenced will augment this sum to nearly 100,0000l.—*Derbyshire Courier.*

DERBY AND DERBYSHIRE BANKING COMPANY.—The sixth annual meeting of this company was held at the bank, in Derby, on Tuesday week. The report of the directors was read, and gave the highest satisfaction to the shareholders present. A dividend of 6 per cent. was declared. The meeting was a very large one.

DUFFYNN LEVY RAILROAD.—At a late meeting of the directors of this railroad, at Pyle Inn, amongst other business they elected a superintendent for the railway. Mr. W. Williams, formerly of Downais, was the successful candidate. There were upwards of forty candidates, five or six of whom, as well as Mr. Williams, produced first-rate testimonials.

NEWCASTLE AND CARLISLE RAILWAY.—The directors have addressed a circular to the shareholders, in order to put them in possession of the prospects of the company, in which they state, that the revenue is such as to induce them to recommend, at the annual meeting, to be held during this month, a dividend of 6l. per share, to be paid in equal moieties in April and October in the present year.

PROJECTED RAILWAY BETWEEN CHESTERFIELD AND SHEFFIELD.—It is strongly reported that a railway will be formed from the North Midland Railway, at Chesterfield, to Sheffield, at a very high level. It is expected to benefit much the Sheffield and Manchester Line, and it is calculated that it would be preferable to either going round by Rotherham, or the contemplated branch from Woodhouse Mill. The line has been recently again surveyed, and sanguine expectations raised of its practicability. It would run across the lawn in front of Dunstone-hall, over Whittington Moor at its highest elevation, through Brierley Woods, and would include a tunnel a mile in length. It is understood that Lord Wharfedale is greatly in favour of the line.—*Derbyshire Courier.*

SOUTHAMPTON DOCKS.—The tidal dock now in progress will be completed this year, and Southampton will become the station for the West India mail steamers.

GLoucester and BRISTOL CANAL.—We are glad to hear that the shareholders in this great public work perceive the importance of carrying into effect the arrangement with the Exchequer Loan Commissioners, and that there now seems little doubt that the subscription list for raising the first instalment of 60,0000l. in payment of the Government, will be filled up from this source alone. Should this not be the case on the 25th inst., the list will be thrown open to the public on these advantageous terms:—5 per cent. per annum certain and a *pari passu* participation with the old shareholders in any greater per centage which the income of the canal may ultimately produce.—*Gloucester Chronicle.*

MINING ACCIDENTS.—On Saturday morning last, about the period when the colliers of the Erskine Colliery, Llanelli, had commenced their work, six of them were in the act of being let down in the basket, when it came in collision with another which was ascending at the same time, the collision was so violent that three of them were thrown out, and precipitated to the bottom, a depth of fifty or sixty yards. One of the poor fellows uttered a few groans before he expired, but the other two were quite dead. Had the pit been furnished with conducting rods, the accident would not have happened.—A collier, named Bridson, employed in William-pit, near Whitehaven, was killed by a part of the roof of the mine falling on his back. At the same mine, William McOill, was suddenly hurried out of existence by the falling of a quantity of coals from one of the pillars.—One of the iron-ore pits at Ludall-moor, near Ulverston, gave way, and one of the men, named Thompson, and Mr. J. Nendall, were buried in the mass; the latter has for many years been steward of the works.

STANNARIES OF CORNWALL.

IN THE VICE-WARDEN'S COURT.

PURSUANT to a decree of the Vice-Warden's Court, made in a case of Harvey and another v. Stephens, the creditors of the defendant, in respect of ELLENGLAZE MINE, in the parish of Cubert, within the said stannaries, are forthwith to come in and prove their debts before the registrar of the said court, at his office in Truro.

PAUL and ROBERTS, Plaintiffs' Solicitors, Truro.

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MEETINGS OF SCIENTIFIC BODIES.

IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOOR.
Statistical	4, St. Martin's-place	Monday	8 P.M.
British Architects	16, Grosvenor-street	Monday	8 P.M.
London Electrical	Adelaide-street	Tuesday	8 P.M.
Linnean	Soho-square	Tuesday	8 P.M.
Horticultural	21, Regent-street	Tuesday	2 P.M.
Civil Engineers	26, Great George-street	Tuesday	8 P.M.
Society of Arts	Adolphus	Wednesday	7 P.M.
Royal	Somerset House	Thursday	8 P.M.
Antiquaries	Somerset House	Thursday	8 P.M.
Scientific Society	Charlotte-st., Bloomsbury	Thursday	7 P.M.
Royal Institution	Albemarle-street	Friday	8 P.M.
Royal Asiatic	14, Grafton-street	Saturday	2 P.M.

PUBLIC COMPANIES.

MEETINGS.

Van Dieman's Land Company	55, Old Broad-street	March 16	12
North Wheel Killy Mine	Peterborough-street, St. Agnes	16	12
St. Dose Company	19, Bishopsgate-street-within	16	12
Birmingham, Bristol, & Thames Junction British Coffee-house	16	12	
Hennock and Christow Mining Co.	On the Mine	19	12
British and Australasian Bank	55, Moorgate-street	21	2
Wheel Sisters Mining Company	37, New Broad-street	23	12
British Gas Light Company	11, George-yard, Lombard-st.	25	1
Equitable Gas Light Company	71, John-street, Adelphi	25	12
Rhymney Iron Company	7, Lawrence Pountney-hill	25	1
Southwark Bridge	Queen-street-place	25	1
Cambrian Iron and Steel Company	21, Moorgate-street	25	12
Great Wheel Charlotte Mining Co.	George and Vulture Tavern	30	1
Trevelick Consols Mining Company	23, Threadneedle-street	April 1	1
English Mining Association	George and Vulture Tavern	1	1
Comp. for Working Mines in Scotland	Sun Fire-office	2	12

CALLS.

North Midland Railway	51, March 26	George-st., Mansion-house
Wheal Walsby Mining Company	28	Manchester & L. Pool Dist. Bank
Cornwall Great United Mines	14	Masterman and Co.
Port Cawl Iron and Coal Co.	14	April 1
Cambrian Iron and Steel Co.	24	April 1
Gen. Reversionary & Investment	16	April 1

DIVIDENDS.

Alliance Gas Company	Finchley-circus	March 11
General Steam Navigation Company	69, Lombard-street	23
Whealw Copper Company	72, Tokenhouse-yard	30
South Western Railway	1, St. Paul's-church	60
British and Colonial Trust Company	44, West Strand	13
Commercial Bank of New Orleans	4 per cent.	444

WEEKLY RAILWAY TRAFFIC RETURNS.

LONDON AND BIRMINGHAM RAILWAY.

(Length of Line, 112 1/2 miles.)

The gross amount for conveyance of passengers, parcels, carriages, horses, and mails, for the week ending 7th March	£ 9,179 0 1
For merchandise for the same time	1,818 13 7
Cattle	18 10 0
Total	£11,016 3 8

GREAT WESTERN RAILWAY.

(Length of Line opened, 313 miles.)

Passengers for the week ending 11th March	£9113 8 7
Parcels and merchandise	390 5 7
Total returns for the week	£9503 14 4

LONDON AND SOUTH-WESTERN RAILWAY.

(Length of Line opened, 58 1/2 miles.)

Total receipts for passengers, parcels, &c., on this line for the week ending March 9	£2903 18 5/4d.
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EASTERN COUNTIES RAILWAY.

(Length of Line opened (to Romford) 10 1/2 miles.)

Passengers to February 23	195,866
Ratio, for the week ending March 1	4,165
Total passengers	200,031

LONDON AND GREENWICH.

(Length of Line, 3 1/2 miles.)

Week ending 12th March	£913 12s. 6d.
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LONDON AND CROYDON.

(Length of Line, 10 1/2 miles.)

Week ending 12th March	£313 12s. 1d.
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NOTICES TO CORRESPONDENTS.

TO CORRESPONDENTS.—We have to apologise for an apparent neglect in not answering, or acknowledging, many communications with which we have been favoured; but we purpose next week paying particular attention to the subject.

THE MINING JOURNAL,
Railway and Commercial Gazette.

LONDON, MARCH 14, 1840.

The importance of the subjects treated upon in our columns of this week, induces us to present to our readers a Supplement, embracing the letter of "R. W." on Copper Smelting, and also the conclusion of the article on the Sulphur Trade. We have, in a separate article, directed attention to the principal points having reference to the latter subject, while the former presents one of such magnitude and importance, that more space is required than we can possibly devote on the present occasion. We are free to confess, that we are anxious to acquire information on all sides, without commenting ourselves, further than we have done—our opinions on the question being well known.

We this week resume the subject of the sulphur monopoly, which calls for serious observation on the injustice and injury inflicted on this country, while it is much to be lamented that the mercantile interest should be under the necessity of making continuous appeals for the interference of Ministers, in a case like the present, which carries with it its own condemnation. The paper of "R. W." which will be found continued in our columns of to-day, with the lucid exposition made by Lord LYNCHBURST in bringing the subject before the House of Lords, and the lame apology made by Lord MELBOURNE in reply—indeed, require only to be read to put our readers in possession of the leading features, from whence they may draw their own deductions. We purpose, on the present occasion, briefly to review the question, and endeavour, by a short abstract of the paper referred to, so to place it before our readers, that one conclusion can alone be drawn, whether

as regards the conduct of the Sicilian Government or that of our own country.

Upwards of eighteen months have, it is truly observed, elapsed since the commerce between this country and Sicily has been paralysed by the establishment of the monopoly—the effects of which may be estimated by the fact, that in the past year not more than one-half the quantity of sulphur was imported into this country, compared with the two preceding years, and of which not more than one-fourth was brought direct from Sicily; whereas, previously almost the whole of the importations were from that country—thus showing that the effect of the monopoly has been to reduce the exports from Sicily seven-eighths, and thus having an influence on prices and on the trade, which are too well known and too sadly experienced to require observation—the price having been raised in the interval from an average of 6d. 10s. or 7l. per ton to 13l. or 14l. The importance of the sulphur trade to this country may be judged of from the fact, that, in the year 1820, the quantity imported was 4650 tons, while, in 1838, it had been increased nearly tenfold, the quantity imported in that year being 44,653 tons; this very considerable increase, however, is, in a great measure, to be attributed to the reduction in the duty which took place in 1825, in which year the quantity imported amounted to 10,936 tons, while the average quantity for the first five years, after the reduction of the duty, was 12,710 tons per annum, which, in 1838, nine years afterwards, had increased to 44,653 tons. This, in itself, is sufficient evidence to prove the importance to be attached to a question like the present, when an advance of 7l. per ton, or double the price, makes no less a difference to this country, on its imports of 1838, than 512,571l. Fortunately for the trade, the monopolists had so far been anticipated, that, on the 10th October, 1838, the stock in bond in the United Kingdom amounted to 20,349 tons, or about seven or eight months consumption—while in France, where its use is not so considerable as in this country, the stock in bond, at the close of 1838, was 27,495 tons, which was equal to eighteen months consumption; thus, fortunately, there has been a check upon the monopoly, but the price to which the article has been carried, sufficiently shows the monstrous nature of the arrangements entered into by the Sicilian Government. Confining ourselves for the present to the year 1838, it is ascertained that the quantity of sulphur exported from Sicily in that year, to Great Britain and France alone, was 65,033 tons, it does not appear, however, that the mines would yield an annual supply of this quantity for the next seven years, without the introduction of machinery—the estimate being about 55,000 tons, which might be, doubtless, increased 50 per cent. by the application of machinery.

The price of sulphur in Sicily appears to have undergone great fluctuations, and particularly within the last ten years. We find that, from 1808 to 1824, the prices ranged from 3l. 11s. per ton to 8l. 16s. 11d.—about the same price being realised in the former as in the latter year, viz., 3l. 15s. per ton; in 1830 it had further declined to 2l. 9s. 2d. per ton; and in the years 1833 and 1834 was quoted at 10l. 9s. 1d.; while in 1837 the price did not average more than 3l. 8s. In 1832, it appears that an increased demand for sulphur arose, and the considerable rise which took place in the next two years was a natural consequence; this led to an excessive increase of production—certain parties, among whom, it is stated, were the projectors of the monopoly, speculated largely in the purchase of sulphur; the markets were overstocked, and the price again fell in 1835—the consequence of the intelligence of the projected monopoly was an immediate advance of 100 per cent. To follow out this subject in detail would, indeed, be but to repeat the facts and arguments brought forward by the writer of the article to which we have so frequently made reference, and, therefore, we must leave to our readers intimately interested in the question to follow the writer in the several detailed statements he furnishes, and the deductions at which he arrives.

We must, however, in closing our notice of this valuable communication, advert to the effects of this monopoly upon British commerce, which, as we have already observed, without reference to individual interests, is in itself a breach both of the letter and the spirit of the treaty existing between the two countries. In the first place, it is justly observed, that British lessees of mines have been prevented from working their mines beyond a certain limited extent, and which is thereby calculated to be of serious injury to those mines where improved methods of working or the use of machinery have been introduced, with the object of attaining facilities in yielding greater produce. Again, the owners of mines and the holders of sulphur in Sicily are obliged either to sell their property to the company (the monopoly) at a fixed rate, or, if they themselves export it, then they must pay an export duty, which is nearly equal to about 100 per cent. on the cost price—thus affording encouragement to the English capitalist to embark his money in foreign climes, where not even a commercial treaty entered into with Great Britain is respected. It is further stated, and with much force and truth, that British owners of mines, holders of sulphur, and merchants in this country trading in that article, have been subjected to severe losses by the short notice given, as in all cases for future delivery, which is the usual practice in the trade, one of the parties has had to pay a ruinous duty, wholly unforeseen at the time when the contract was made, the edict having taken place on the 4th of July, and which came into force on the first of the following month.

It is hardly necessary to remark on the injury sustained by the manufacturers, arising out of the scantiness of supply which, as we have already observed, has had the effect of doubling the price of the article—the tax on Great Britain alone by the export duty amounting to above 180,000l. per annum. The natural consequence that the shipping interest should also sustain injury will be seen from the comparative statement of the number of British ships which sailed from the several ports of Sicily to the United Kingdom, on an annual average, made up to 1838; and the number which cleared out in the fifteen months following that year. From the table before us it appears that the average number, antecedent to 1838, was 484, while in the succeeding fifteen months, this number was reduced to 157, varying from 120 to 350 tons

each; thus showing that 327 British ships have been driven out of the trade by the monopoly.

We have already said enough upon the subject to convince our readers that it is one which shows the necessity of caution being exercised by the British capitalist and merchant ere he trusts to foreign governments, however he may suppose himself to be protected by commercial treaties.

As we are not favoured with the advertisements of the "English Mining Association," it will be admitted, as an act of liberality on our part, our giving gratuitous insertion to their circular. We must confess we are influenced by other motives than the mere desire of saving the company cost, which we think has been already incurred sufficiently in one way or the other. We have the original, of which we shall avail ourselves at the next meeting—the meeting is to be held on the First of April:—

English Mining Association, Austin-frirs, 6th March, 1840.
SIR,—The annual general meeting of the directors and shareholders will be held at the George and Vulture Tavern, Cornhill, on Wednesday, the 1st of April next, at one o'clock precisely, pursuant to the Deed of Settlement, to receive the report of the directors for the past year, and to elect two directors, in the room of Sir Thomas Turton, Bart., and Mr. Duncan Campbell; also one auditor, who goes out by rotation, but is re-eligible, in conformity with said deed. Any proprietor intending to offer himself must give ten days previous notice at this office.

You are requested to produce this Letter on attending the Meeting.

By order of the board.

Sir, your most obedient servant,

J. BOURDILLON, Secretary.

We wonder whether the two honourable directors intend to be candidates to fill the vacant offices, and whether they are eligible to be re-elected?

THE FUNDS.—SATURDAY MORNING.

ENGLISH FUNDS.	FOREIGN FUNDS.
3 per Cent. Reduced, 9 1/4	Bank Stock for Opening, 178
3 per Cent. Consols Ann., 9 1/4	3 per Cent. Consols for Acct., 90 1/2
3 1/2 per Cent. Reduced Ann., 10 1/4	Exchequer Bill, 20 pm.
New 3 1/2 per Cent. Ann., 99 1/2	Ditto Small, 22 20 pm.
Portuguese, New, 5 per Cent., 24 1/4	SPANISH FUNDS.
Ditto 2 1/2, 24 1/4	Spanish Bonds, 5 per Cent., 26 1/4
Dutch 2 1/2 per Cent., 53 1/2	Ditto Passive, 7 1/2
5 per Cent., 16 1/4	Ditto Deferred, 14 1/2
5 per Cent., New Loan, 1837, 99 1/2	Russian Bonds, 5 per Cent., 112 1/2
	Mexican 6 per Cent., 1825, 30 1/2
SHARES.	
Alten, 11	London and Greenwich, 8 1/2
Bolivar, Scrip, 1 1/2	Birmingham and Gloucester, 53 1/4
British Iron, 4 1/4	Great North of England, 40 1/2
United Mexican, 3 1/4	London and Blackwall, 15 1/2
New Scrip, 6 1/2	London and Croydon, 9 1/4
London & Brighton Railway, 24 1/4	Ditto Scrip, 5 1/4
Great Western, 66	York and North Midland, 50 1/2
New ditto, 54 3/4	Australasia Bank, New, 20 1/2
London & Birmingham, 155	London & Westminster, 23 1/4
Ditto New Shares, 13 1/2	Union Bank of London, 3 1/2
Ditto 1/2 Shares, 23 1/4	Union Bank of Australia, 23 1/2
North Midland, 94 1/2	Colonial, 32 1/2
Ditto, New, 16 1/4	National Prov. England, 35
Eastern Counties, 8 1/2	London Joint-Stock Company, 12 1/4

LATEST INTELLIGENCE.

REDRUTH, MARCH 12.—Average standard, 113l. 8s.—Average produce, 7 1/2.—Average price, 5l. 12s. 6d.—Quantity of ore, 3133.—Quantity of fine copper, 233 tons 8 cwt.—Amount of money, 17,859l. 15s. 6d.—Average standard of last sale, 114l. 14s.—Produce, 7 1/2.

PRICES OF SHARES IN BIRMINGHAM.—Birmingham Bank, 23l. 7s. 6d.; Birmingham and Midland, 41l.; Wolverhampton and Staffordshire, 18l. 10s.—Grand Junction Railway, 226l.; Birmingham and Gloucester, 53l.; London and South-Western, 43l.; Great Western, half shares, 30l. 5s.—Old Birmingham Canal, 218l.; Grand Junction, 166l. 10s.; Worcester and Birmingham, 66l.—Birmingham and Staffordshire Gas, 80l.—*Midland Counties Herald*.

ORIGINAL CORRESPONDENCE.

TRETOL MINING COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—The attention you devote to the interests of adventurers in mine speculations, who, like myself, require a "Mentor," having in many instances incautiously listened and placed confidence in the representations of interested parties, induces me to address you, confident that you will pardon the intrusion. In your last Number you state, or rather a correspondent does, in reply to an inquiry as to who are the directors of the "Tretol Mining Company," that the Rev. Mr. Knapp is one; and I agree with you, Sir, and so must all men, that after that Rev. gentleman's connection with certain parties and companies, it is not the most highly creditable that he should thrust himself forward. Let him, Sir, apply himself to the labours of his ministry, and not to the toil of management of the "Tretol Company." We want him not. He brings no practical experience; and the strict performance of his clerical duties and his theological knowledge may be better employed in that sphere, in which he may render himself useful, and one on which there are claims upon him, rather than that of a mining community.

Now, Sir, as to Mr. Heppell, I have no objection, but I do think Mr. Mount, from his peculiar position in the company, more particularly as to the circumstances connected with its association of the "Tregollan," should not have taken a seat in the direction. This, however, is a matter of taste. Having thus offered you my opinion on the three gentlemen whose names are put forward by your correspondent, I now proceed to those who I find in your note to be Messrs. Wilkinson and Simpson, who you tell us were, you believe, known on the Royal Exchange. I, for one, should like further information. The Royal Exchange has been able to boast of men of the first character, at the same time that, unfortunately for many, it has been attended by those who would disgrace by their presence the parlours of St. Giles's, or the alleys of Rosemary-lane. My simple question is, and I have good grounds for putting it—Are either of these gentlemen *bona fide* shareholders? Are they proprietors to an extent which justifies their holding office? or are they parties put in to serve a purpose, or jobbers on the market? We cannot, Mr. Editor, in these times, be too scrupulous. Your obedient servant,

London, March 13.

C. W.

[We must decline inserting any further letters with reference to this company, except in explanation of those which have appeared. We have instituted inquiries, from which it appears that Mr. Daniel Wilkinson, of 12, George-yard, merchant, is one of the directors referred to, who is our knowledge has been many years connected with mining affairs; but there are so many Wilkinson's, that we are apt occasionally to fall into error. As to Mr. Simpson, we are told that "John's" no longer exists (alas, our happy ignorance!). It is not, however, improbable but that he may be found at the chop-house in the vicinity which bears his name, and of which, for aught we know, he may be the respected proprietor. We have reason to believe that the accounts are open to inspection, and we believe all "above board."—Ed. M. J.]

ON RETURNING SILVER LEAD ORES.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I have been prevented, from other pressing occupations, from noticing, until now, the letter of "Investigator," on the above subject, appearing in your Journal of the 8th ultimo, which, although written evidently with the intention or wish to see his plan reduced to practice, yet contains some statements calculated to mislead the miner, and might tend to engender prejudices against the smelter, which the facts of the case are far from warranting. "Investigator" has commenced by an inquiry into the standard of copper, and mode of assay, and advantages derived by the smelter from the purchase of ores of low produce, which, although used as a preface to the consideration of returning charges on lead ores, yet are quite lost sight of, and do not at all bear on the subject. The first object which occurs to "Investigator," as matter for condemnation, is "the defective method of smelting, and arrangements of the furnaces and flues," by which "the smelters are liable to a considerable

loss." present gator and much obvious "Investigator" returns. I will it is to It is a are den jars of with detail to the ters. The ducted feely a no dou judice, charges must be that the shall be the cha. Again cwt. of value of returning ments. I am ordi source t as I have amount metal, v tity of s paid for of 12 for doubt th centrati ner from miner fr tons, wo charges together and silve would, n a very b brought rated pr tagueous "Inve trust, w raised, at happy to seeing his apprehen charges o I conceiv March [We lent. Ha in the que nical to informati C. SIR,—I relative to Ballycastle subject fully discussing my letter, will be fair tabling. Welling [We hav to see the fair play in ply, which to suppose We have h respondent not, there abandoned. SIR,—M lished in y answer to publication and also tion, in ord this being to remain, 44, Moor [To this ourselves to THE "AN SIR,—It was formed, the purpose ning steam ers began to months havi through you the following "SIR,—My is which for vances on co through you rage is compl from whence it ers of the com not the slighter Since this have received undertaking. from the sec spectability of to class the c such I am co essential serv make room for ury informat bly, as anot teaches on co and likely in

loss." Here, then, if the rate of returning charges be very high, as represented, is a strong justification of the smelters, and unless "Investigator" can show the extent of the injury and loss entailed on them thereby, and make the necessary allowance in the calculation of returning charges, such statement must have its full weight. That there is such a defect is obvious, and I am quite sure the smelter will feel far more thankful to "Investigator" to devise a remedy, and thereby enable him to lessen his returning charges, than to draw incorrect deductions to his prejudice.

I will now proceed to notice the figures of your correspondent, which, it is to be regretted, are so general, that it is difficult to deal with them. It is a very easy matter, indeed, to say that advantages to such an amount are derived by the smelter, but, unless, at the same moment, the particulars of such advantages are placed side by side, and carefully compared with the expenditure or loss, or the debit side of such a statement, given in detail from actual operations over an extended period, such statements to the man of business, disposed to institute a searching inquiry into matters affecting his interest, are not likely to be of much avail.

The deduction of one cwt. of lead, in addition to the one-seventh deducted to cover the loss in the process of reduction, is said to be "perfectly absurd." Without disputing the propriety of this term, I have no doubt that, if "Investigator" will consider the question without prejudice, he will admit that the smelter must receive his fair returning charges; and if this is not secured to him in the deduction of money, it must be subtracted from the metal. I am not, however, at all satisfied that the one-seventh deducted is sufficient to cover the actual loss, and shall be well pleased if it can be shown to be amply sufficient—till when the charge of absurdity cannot stand for a moment.

Again, it is at the least questionable if the silver contained in the one cwt. of lead deducted, is not fully allowed for in the calculation of the value of the ore. This can easily be shown in any detailed account of the returning charges, by which "Investigator" may substantiate his statements. The returning charges themselves are stated at 81. per ton of ore. I am confident this is more than has ever been heard of before on the ordinary silver-lead ores, and unless "Investigator" can show from what source this is derived, I must not only withhold my assent, but continue, as I have done hitherto, to believe that the returning charges do not amount to one-half the sum; for even if no allowance be made for loss of metal, which I conceive to be more than one-seventh, and the total quantity of silver, with the full weight of 21 cwt. instead of 20 cwt., be also paid for, the charges would not equal that sum, even on ores of a produce of 12 for 20, and 50 oz. of silver in the ton of lead. There cannot be a doubt that great gain is attainable by the adoption of the method of concentrating the poorer ores, although I arrive at it in a very different manner from "Investigator," for the total value of the lead saved to the miner from the deduction on a parcel of ore reduced from sixty to fifty tons, would be 50 cwt. of lead, at 17s. = 421. 10s.; and the returning charges on ten tons, which are not likely to exceed 31. 10s. per ton = 351.; together 771. 10s.; from which should be deducted the value of the lead and silver in the skippings or waste, and the extra cost of dressing. These would, no doubt, be considerable, but the result would, nevertheless, show a very fair profit from its adoption. I have heard, indeed, of ores being brought from a great distance to the smelting-works, and there concentrated prior to being smelted—the smelter, doubtless, finding it advantageous to do so.

"Investigator" having made a statement so calculated to create distrust, will, I hope, follow it up by an explanation of the questions I have raised, and where the facts can be proved, as stated by him, I shall be happy to give my assent, or to enter into the calculation more fully on seeing his reply, than it may now be necessary, from my ignorance or misapprehension of the manner on which his estimate of the exorbitant charges of the lead smelter is founded. His remarks, as well as my own, I conceive to apply to Cornwall and Devon exclusively.

I am, Sir, your obedient servant,

CORNUBIENSIS.

March 9.

[We leave the question between "Investigator" and our correspondent. Having a knowledge of the parties, and their practical experience in the question, we feel that any controversy on the subject must be beneficial to the miner. We hope "Investigator" will next week afford the information required by our correspondent.—Ed. M. J.]

COAL MINES, NEAR BALLYCASTLE, IRELAND.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In your last week's paper appears a letter signed "J. Salmon," relative to my communication respecting the North Star gallery, &c., at Ballycastle, in which he states he has sent me a reply, and wishes the subject fully and fairly discussed. Now it is a most extraordinary way of discussing a matter, to begin by sending a private letter to a printed communication. Let Mr. Salmon make any reply he thinks proper to my letter, and send that reply to your Journal, and then both parties will be fairly before the public, and I shall find no difficulty in fully establishing all I have advanced.

I am, Sir, your obedient servant,

P. LECOUNT.

Wellington-road, March 10.

[We have received the above letter from Mr. Lecount. We are anxious to see the mines of Ireland fairly worked, and shall ever give the subject fair play in our Journal. We shall be glad to insert Mr. Salmon's reply, which, from our knowledge of that gentleman, we have every reason to suppose will be satisfactory. We know nothing of the concern itself. We have heard it inferred that there are reasons on the part of our correspondent for decrying the undertaking. Whether such is the case or not, there can be no question that, with all concerns of this nature, when abandoned, there is ample room for remark.—Ed. M. J.]

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Mr. Lecount, wishing to have another *ex parte* statement published in your Journal, has, regardless of decency or manners, sent his answer to you instead of to myself; I have, therefore, to request the publication of the enclosed, which is a correct copy of my letter to him, and also to request that you will send me his letter, previous to publication, in order that my answer may appear with it in your next Number, this being the only fair way to deal with the subject. I have the honour to remain,

Your most obedient servant,

J. SALMON.

[To this we cannot assent; our columns are open, and we can lend ourselves to no private communication.—Ed. M. J.]

THE "ANDERSON" PATENT STEAM CARRIAGE COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—It is now nearly two years since a most respectable company was formed, called the "Steam Carriage and Wagon Company," for the purpose of carrying out the patent of Sir James Anderson, for running steam carriages on common roads. In March, 1839, the shareholders began to get dissatisfied that some progress had not been made (twelve months having elapsed), and a letter was addressed to the secretary, through your useful and valuable Journal, requiring information, to which the following reply appeared the week following:—

"Sir,—My attention having been directed to a letter in your valuable Journal, in which the writer seeks information relative to the probable result of steam conveyance on common roads, I beg the favour of your permitting me to inform him, through your columns, that Sir James Anderson's steam-drag and passenger carriage is completely finished; that it will leave Bittern for Dublin in a few days, from whence it will be brought to London, and submitted to such test as the directors of the company may deem necessary—the successful result of which I have not the slightest reason for entertaining doubt.

I am, Sir, your obedient servant,

WILLIAM BRAW, Secretary."

Since this time, now twelve months ago, I believe the shareholders have received no further information of the progress or success of the undertaking, which appears very extraordinary after the foregoing letter from the secretary, and were it not for the very high character and respectability of all parties connected with the company, I should be inclined to class the concern amongst the delusive bubble projects of the day; but such I am confident cannot be the case, and you will be rendering a most important service to your numerous subscribers and readers if you can make room for this communication in your columns, and elicit the necessary information for the satisfaction of the shareholders—more particularly, as another company of the same description, for working steam machines on common roads, on Col. Macaroni's patent, has been started, and likely in a few weeks to make a successful competition with us whilst

we are sleeping quietly. Some explanation is certainly due from the directors to the shareholders, and the importance of the subject to them (and also in a national point of view) must be my apology for troubling you on this occasion, believing it is the best channel through which it can be done, and your having previously given your attention and your columns to the subject, leads me to conclude you will not think it unworthy your notice on this occasion. Your attention will much oblige,

Your constant reader and subscriber,

Melksham, March 7.

ARGUS.

P.S.—Inclosed I send you a prospectus of the company, by which you will see the high respectability of the parties, and the very promising advantages of the company.

[There can be no question as to the respectability of the parties, or the interest taken in carrying out the undertaking—all things require time. We believe, however, the undertaking is so progressing, as soon to go at railway speed.—Ed. M. J.]

LIABILITIES OF SHAREHOLDERS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—As you so frequently, and so ably, expose the varied impositions practised on shareholders in mines, I may perhaps be allowed to ask your opinion on that subject. I hold one-eighth in a valuable lead mine in the county of Denbighshire, North Wales, which is rich and productive, and employs sixteen men. The work, though profitable (as far as regards the produce of ore), has as yet paid nothing, but has incurred enormous expenses monthly. The work is held under a "take note" for three years, and I should desire to be informed whether the local rules of this "take note" are sufficiently binding, arbitrary, and restrictive, as to prevent further impositions being practised by resisting the payment of the calls, and whether such a course would endanger the safety of the shares?

I remain, Sir, your most obediently,

J. H. B.

[The "take note" is equal to lease. We do not understand our correspondent as to resistance of calls.—Ed. M. J.]

MINING CORRESPONDENCE.

ENGLISH MINES.

TO THE MANAGERS OF THE TAMAR SILVER-LEAD MINING COMPANY.

GENTLEMEN,—Having again seen some remarks made under my Tamar report of the 26th ult. by the Editor of the *Mining Journal*, inquiring whether that report emanates solely from the result of my own personal inspection at the several levels, I beg to say that I am ready to be on oath, if required, that the report alluded to was from my own personal inspection. It is three years next June since I was fixed as the manager of that concern, and during that period I have only three times omitted going underground and fully examining the whole of the underground operations; and the three omissions were caused entirely from indisposition, but at no time ever failed of being two days on that concern. If you think it best, you can please satisfy Mr. English by showing this letter. I never was called in question before during my twenty-two years' management, nor can I conceive how or for what Mr. E. appears so much prejudiced against me, a gentleman quite unknown to myself.

I am, gentlemen, your very obedient servant,

RICHARD ROWE.

St. Agnes, March 9.

[The preceding letter has been handed us by the directors of the "Tamar Silver-Lead Mining Company." We have no personal acquaintance with Captain Rowe, and should not have offered any opinion out from having visited the mine. Captain Rowe may occupy two days on his monthly visit, but we would ask him does he devote one day to inspection underground? The extent of the workings lead us to ask the question. We have no prejudice whatever; our object is alone to perform our duty, as we doubt not he will in like manner on his part.—Ed. M. J.]

POLBREEN MINING COMPANY.

March 7.—We have not yet holed the winze sinking from the twenty-two to the thirty-two fathom level, although by my last report you might have expected we should have done so, but having met with an unexpected hard flat lode, in the rise at the back of the thirty-two fathom level (and from which we have broken some rich stones of tin), has greatly deterred our progress; we shall, however, no doubt hole in a day or two. Rowe's shaft is sinking with good speed, and as well the cross cut approaching towards it, is progressing fast. Our tributaries, just at this time, are employed in denuding the lode; the party of men at Murray's, working on copper, have still a good prospect, and expect that by the end of the present month we shall have about twenty-five tons of fair quality ore.

R. ROWE.

[We have received a letter from Mr. Stainby, the secretary of the company, from which we find that our note of last week, as regards the "weekly reports," was premature, inasmuch that they are only furnished once a fortnight. As other concerns are under the same management, we would ask, why are weekly reports given in one instance, and fortnightly ones in others?]

TINCROFT MINING COMPANY.

March 4.—I am glad to say, in the first place, that the lode in the engine-shaft continues large, and equally good for tin as for months past, worth at least 401. per cubic fathom. The lode in the 142 west, for tin and copper ore, is worth from 201. to 251. per fathom, and very promising indeed. The pitches in the back and bottom of the 132 continue to produce good work for tin, with some copper ore. The lode in the 120 east continues four feet wide, and the quality of the work much improved for tin. Since my last the winze under the 100 continues to yield good work for tin, with some copper ore. The 100 end has passed through a cross-course since my last; the lode in the end is now looking more promising for copper ore, and by cutting the cross-course the ninety fathom level is drained completely dry, so that we have commenced sinking a winze in the bottom of the ninety, which will produce about three tons of copper ore per fathom, worth 51. per ton; this winze will, I expect, lay open a good piece of ore ground. The ninety end is still looking well for copper ore, worth from 301. to 401. per fathom. The lode in the eighty-one end is at present poor, being intersected by a cross-course; the back of this level is looking well for tin, worth 401. per fathom. The twenty-two end is yielding good work for tin, and very promising indeed. Our tribute department remains stationary since my last report. We put our engine to work on Monday last; I am glad to say it works very well indeed; we have now commenced sinking the shaft, and shall be fixing flat-roads to old Tincroft and Palmer's as quick as possible—to old Tincroft first, as that will occupy the least time. On the whole our prospects are very encouraging, from the appearance in the ground already laid open, and no doubt we shall open good ground on the East Pool and old Tincroft lodes by-and-by.

WILLIAM PAUL.

[We are glad to find the engine has got to work; on the report itself we have no observation to make.]

TRELEIGH CONSOLS MINING COMPANY.

March 7.—Our ores sold on Thursday were weighed off yesterday, and amount to 7791. 6s., which will leave above the mine cost 2411. 16s., and our prospects continue cheering, particularly in the western ground. In the fifty, west of the cross-course, we have the appearance of a fine lode, much of the same nature as it was before we intersected the cross-course. In the fifty east we have nothing particularly new; the lode is more sparry, and continues to let out more water. The forty east continues to produce good, but not so much as a little further back, yet it is now a good lode. This level west is also looking kindly, and producing very good ore; the lode is large and regular, as it is in the level above. I am glad to tell you we are opening more tribute ground than we have taken away.

W. SINCOCK.

[The report for this week is of a favourable nature, and we trust that the Tincroft Paper will hereafter show that Captain Sincock's reports justify the confidence reposed. The profit made during the past month is highly satisfactory, as must be the last paragraph of the report—that more tribute ground is opened than "taken away."]

GREAT WHEAL CHARLOTTE MINING COMPANY.

March 7.—The lode in the seventy-two fathom level east from engine-shaft is from three to four feet wide, producing good stones of ore, but on the whole not rich. The lode in the same level west continues its size much as when last reported, and at present will turn out about four tons of ore per fathom, worth about 51. per ton. The lode in the winze sinking under the sixty-two fathom level is three feet wide, yielding two tons per fathom; the best part of the lode is in the west end—the eastern end of it is poor. The sixty-two fathom level has improved within the last two or three days, the lode is at least four feet wide, having a very good leader of ore in the south part, for nine or ten inches wide, and the remaining part will produce coarse work; the appearances are rather encouraging, and I hope, from the little that has already been seen, it may prove to be a new run of ore ground; at present the end will yield between three and four tons per fathom, worth 51. per ton. The lode in the fifty-two fathom level west, is four feet wide, producing one ton and a half of ore per fathom, worth about 51. per ton. I am glad to say that, since mine of the 3d inst., the engine has gone on pretty regularly, though during the last six weeks, the tributaries employed on the ore ground,

in the back of the sixty-two fathom level, have not been able to do half labour, owing to the bad state of the boilers, consequently we must make up our minds to experience a deficiency in the returns of at least one-third what we otherwise should have had, but the water been regularly kept out of the mine. I was in hopes we should have succeeded in raising about 250 tons for the three months, but from present appearances I cannot justly calculate on more than 150 tons, which, if the standard continues as it now is, will fetch about 6501., and the cost for the three months ending in March will be about 13001.

[Here more money is wanted, and with that we have good reason to suppose success would result.]

HOLMBUSH MINING COMPANY.

March 9.—In the 100 fathom level, west of the engine-shaft, but little of the lode has been taken down, but, so far as seen, is still of an encouraging character—twenty inches wide, and worth about 81. per fathom for copper ore. In the eighty fathom level, west of the engine-shaft, the lode is still about eighteen inches wide, and worth two and a half tons of ore per fathom. In the eastern winze, sinking below this level, the lode is fifteen inches wide, of munda, spar, and copper ore, which is worth about 51. per fathom of ore. In the western winze, below the same level, the lode is twenty inches wide, and worth from three to four tons of ore per fathom. The lode in the back of the eighty fathom level still continues a rich course of ore; lode about two feet wide, and worth about five or six tons of good ore per fathom. In the seventy fathom level west, the lode is about one foot wide, of munda and copper ore, but the end still being within the influence of the cross-course, the lode apparently is much disordered. The lode in the back of this level are still very good; lode about two feet wide, and worth five tons of rich ore per fathom. In the sixty-two fathom level, both east and west of the engine-shaft, no alteration. The lode in the back of this level are looking extremely well; the lode is two and a half feet wide, and worth eight tons, or about 601. per fathom. The lode in the thirty-five fathom level, west of the engine-shaft, is about six inches wide, and still unproductive. The tribute pitches are looking well.

F. PHILLIPS.

[The report is highly favourable, but we have our doubts whether the monthly returns will bear out the weekly report.]

TRETOIL MINING COMPANY.

Feb. 9.—The operations of the week leave the mine much the same in appearance as last reported, with this exception, the lode in the adit end east to-day is improved, of which I hope to say more about in my next.

J. BRAY.

[We are glad to meet with a brief report. We only require a lengthened one when affording intelligence of a change of prospects, but more gladly when of a cheering nature.]

SARK MINING COMPANY.

March 2.—I beg to inform you that we have this day sampled four parcels of silver-lead ore, viz., 24 tons 17 cwt. (making, from the commencement, 141 tons 17 cwt.), samples of which are being sent to the different purchasers in Cornwall. It is pleasing to communicate, that one of the parcels taken from the deepest part of the mine on tribute, contains 73 oz. of silver to the ton of ore. Vivian's shaft is sunk to the depth of thirty fathoms below the deep adit level; two men are now engaged in sinking six feet below the level, which will serve as a cistern for a thirty fathom plunger-lift; when completed, and the pitwork fixed, we shall commence sinking said shaft on course of the lode for a forty fathom level. It may not be improper here to remark, that, from the south perpendicular wall of the shaft at the bottom to the north wall of the lode is fourteen feet, and, according to the present underlie, it would be found thirty feet at another level; should the shaft, therefore, be sunk to a forty fathom level, there would be required to cut the lode a cross drift of four fathoms in hard ground; a price for sinking in this part of the shaft would be 501. per fathom—on course of the lode 181. to 201. per fathom. Convinced as I am of the propriety of having good perpendicular shafts, nevertheless, the very hard strata which is found at so great a distance from the lode, induces me to recommend your now leaving the perpendicular part, which is sixty fathoms from the surface, and sink on course of the lode. It is more than probable that your consulting agent, Captain Vivian, will acquiesce in this. There is no material difference in the appearance of the lode in the shaft since last reported. A thirty fathom level is commenced driving east and west, in favourable ground, by twelve men, viz., six men in each end; lode three feet wide, and is composed of carbonate of lime, a little iron pyrites, and spots of granular galena, in which is found much silver. In the twenty fathom level, east of Vivian's, the lode is hard and disordered, which has been the case in the levels above on approaching the copper lode. East of junction it has been found regular, with a good underlie, and well defined walls. We expect to cut the copper lode in question in the course of next month. This is a very interesting point, as a fine lode is to be seen at the ten fathom level, some two or three fathoms east of intersection, which contains much lime, a regular course of iron pyrites, and spots of rich yellow copper ore. I have before apprised you of our having communicated this level (twenty) to Le Selley's shaft, and commenced sinking the latter for a thirty fathom level, which is now sunk six fathoms in a beautiful lode, containing good stones of ore, a sample of which I have assayed, produced as follows, viz.:—70 per cent. of lead, and 74 oz. silver to the ton of ore; ten men are engaged here sinking with all expedition. The water is very powerful, yet we hope to get down eleven fathoms without the aid of pitwork, and begin driving a thirty fathom level east and west to come under the ore ground. The said twenty fathom level is extended twenty-one fathoms west of this shaft, and driven through ore ground, which will set on tribute, as soon as a winze, now in course of sinking below the ten fathom level, be communicated, which will probably take place to-day. The lode at the point of this level is promising, with good stones of ore—rich (or silver). The ten fathom level east (copper lode) is suspended, men engaged in cross-cutting the lead lode. The point of this level being fifty fathoms from any shaft or winze, it has been found indispensably necessary to bring down Prince's shaft with all possible speed, which we expect to hole in about six weeks, when the said shaft will be continued sinking below this level, and the end be forthwith resumed. The lode in the deep and shallow adits wears a very promising appearance. The lead lode at these levels is small, but contains much gossan, lime, and spots of silver-lead ore. A large stream of water is issuing from the deep adit end, which is not an unfavourable indication. Our tributaries are working steadily, and I hope getting fair wages. In writing thus far I was called underground, and have now to apprise you of our having holed the winze at the twenty fathom level, west of Le Selley's shaft, and set a pitch on tribute at 61. 15s. per ton of ore clear to the adventurers, and although this price is not so high as I had previously anticipated, in consequence of the lode being rather unsettled in leaving the gossan, which is not unfrequently the case, yet you will perceive, by comparing my former reports with this, that there is a decided improvement in the quality of the ore going down, as also in the pitches; that of the adits gives a clear profit of 50s. per ton of ore to the adventurers, the one from the deep adit to the ten fathom level 51. per ton, and that of the winze as before—61. 15s. per ton. We hope to open more ground for tributaries in a short time; and I would here say, that this mode of exploring ground is far more preferable to any other I am acquainted with, because—1st, your agent would not be justified in speculating in open ground (unless he had some prospect in view), which tributaries will, and in fact are compelled to do, and thereby frequently meet, or what is perhaps better, fail in with, not only branches, but courses of rich ore, that otherwise would never have been seen; 2d, great caution is necessary in dressing all ore, but more particularly rich silver-lead ore, where sulphuret is found combined with carbonate—1st, as it regards the quantity of water used, in not carrying away the floor and richer particles; and 2d, in reducing the bulk as much as possible, in order to give greater profits to shareholders, and less to smelters, to which tributaries can turn their sole attention. Much remains to be said, and more remains to be done, respecting returning charges of the different ores; and as I intend shortly to write you an explanatory letter expressly on this subject, you will excuse my not saying more at present; in the meantime, I beg to refer you to the four or five last Numbers of the *Mining Journal*, in which you will find much information, and perceive that the eyes of those who are more particularly connected in mining are being opened.

JOHN PRINCE.

[We insert the report of Captain Prince at length on the present occasion, but hope in future he will be more concise, as our space will not admit of giving so much room, however anxious we may be to communicate mining intelligence.]

WEST WHEAL JEWEL MINING ASSOCIATION.

UNITED HILLS MINING COMPANY.

TAMAR SILVER-LEAD MINING COMPANY.

ST. HILARY MINING COMPANY.

REDMOOR CONSOLIDATED MINING COMPANY.

[The reports of these companies have not come to hand. Query—Why?]

FOREIGN MINES.

IMPERIAL BRAZILIAN MINING ASSOCIATION.

Ganga Saen, Dec. 30.—The gold return and mining report give a poor account of the present yielding of the mine, which has got, for several days past, sent up any boxes of ore to the washing-house; the produce of the stamps being, at the same moment, and partly as a natural consequence, also poor. The closing month of 1839 will thus, in all probability, be the smallest in produce, and will contribute to prevent 1839 from exceeding 1837, as it had for a time bid fair to do. The regular continuation in their course of the different veins is met with and traced in all the parts, and at all the depths, of the mine in which our works are carried on, but they are every where poor. In the fifty-five fathom level the accumulation of water has

obliged me to abandon the pursuit in its progress downwards, of the vein which gave a few pounds of gold at the commencement of this month, until we have sunk to a deeper level, say a sixty-two fathom, into which the water can flow. At Cumba the wet and soft nature of the ground continues to render our operations in that quarter very troublesome and expensive, from 6 to 8 times the labour applied in unavailing efforts to establish a channel of investigation of this field in depth.

Produce from 9th to 26th December (26th and 26th holidays), leaves sixteen working days, 35 lbs. 5 oz. 10 dwts. 0 grs.

CANDONGA MINING COMPANY.

Candonga, Dec. 12.—*Mina Mestre Sheft.*—Being now at the water level, we have commenced to drive from it towards the deep adit; the ground is favourable, and we shall now advance rapidly. During the latter part of the last ten days, the men engaged here, together with those in Jenkins' winze, have been employed in timbering the shaft, and putting in a machine to give air to the level with pipes, &c., consequently I have nothing to report respecting the winze.

Forty-two Fathom Level.—I am very sorry to state the unfavourable change which has taken place in the appearance of the branch in the spot which presented so promising a character when I last reported it to you. In driving this level our object has always been to follow on the parallel course, which will be seen by the sketch now forwarded, as you are already aware, bears an opposite inclination. The several favourable indications have always presented themselves immediately under and over the cross or parallel course, but following it into the solid lode, the branch became hard and unfavourable. At present, finding that we have driven this level upwards of thirty-three fathoms from Northern's cross-course, we now think there is little chance of again discovering gold in this direction, being so far west of the run of ore ground; this level will still be continued, and the branch occasionally examined as usual, to see if the cross parallel course carries the ore ground further west. In the meantime we shall advance from Jenkins' winze, under the level, in the manner described in the report of 1st October last.

On Shaft.—The works at this place have been suspended for the present, as we have applied all our force in the deep adit, which I trust will be communicated by the time stated in my last report; when it shall be accomplished, there will be several blacks to spare, who are now employed in the works.

Dec. 13.—Under the head "forty-two fathom level" you will perceive that the hopes expressed in our last have been, unfortunately, blighted for the present. The most discouraging circumstance is our being carried so far to the west beyond what we have been accustomed to reckon upon as the run of ore ground; still it is possible that it may make down again, as has hitherto been the case. The ground under our present operations will be tried by the level proposed to be driven west of Jenkins' winze. You will observe that the deep adit is on the eve of completion, which will leave us a considerable number of spare hands (negroes); and as it is the chief mining officer's opinion that we shall not require their services beyond the present year, it is our intention to discharge those whom we no longer need, which we have not decided on without previously considering whether the force then remaining would be sufficient for every branch of service. We have made due allowance for sickness, casualties, &c., and are satisfied we shall be able to relieve the association of about thirty-five hired negroes, for whom we are now paying at the rate of nearly 7s. each per week, which, together with their food, forms a considerable item in the annual expenses.

ST. JOHN DEL REY MINING COMPANY.

Morro Velho, Dec. 23.—Produce to 29th inst., 37935 oits; average number of stamping days, with fifty-nine heads, eighteen; the small number of stamping days is the cause of the small produce. We have been very unfortunate in the supplies of stone. We have not recovered the effects of the stoppage of the two shafts mentioned before; the carts also cannot do more than a certain quantity of work, the roads being excessively bad. To-morrow I hope to have the Sannah and Louisa stamps regularly supplied with stone along the tramroad; the Lyon might also be supplied, but for the shoot, which is not quite finished.

Mines.—In the United nothing new; the communication is effected between the Gamba and the Bahu, above the level of the stage; this will, I hope, enable us to drain the mine better than we have done of late. We have been falling off in the supply of stone from this mine, from being unable to contend effectually against the showers. Cost for November, 11,425 mill-reas. This is not, however, the whole cost, because Mr. Tomkins has some entries for November, in memoranda, not yet passed through the cash.

UNITED MEXICAN MINING ASSOCIATION.

Report on the State of the Workings of the Mine of Rayas.

Dec. 19, 1839.—*La Purissima.*—The front of Santa Margarita, and pit of San Hermion, are advancing without any change in the appearance of the lode being observed. The front of end of San Antonio has now been driven so far to the north-west as to be very near the old pit of Dolores, in which the water from Mellado finds its level. By opening a direct communication between the workings of San Antonio and Dolores, the water would be lowered in Rayas about twenty varas, and as this cannot be done without the water in Mellado being lowered likewise—although not perhaps so much as in Rayas—the working of San Antonio has been suspended, and measures are being taken to get some remuneration from Mellado for the benefit likely to result to it, in the event of Rayas opening a communication between these two points. The ores about Santa Irene, and the upper part of San Hermion, have been extracted, and the productive points at present are the contra cielo of Santa Victorio, and an end in the entrance of the pit of the same name. The produce had latterly rather fallen off, but within the last few days there is evidently an improvement, both in quantity and quality. It must, however, be observed, that these points are not last long. Sixteen pair of barren have been employed in La Purissima by day, and nine by night, now reduced to thirteen and six. The weekly produce of ore in the rough state has averaged 430 cargas, which, when picked, have yielded 130 cargas of azogues, of about twenty mares per monton in the patio, and two mares plata de ley in the arrastres; fifty cargas tierras de mortero, and forty-two cargas tierras de labor, together of about eight mares per monton in the patio, and one marc plata de ley in the arrastres.

San Cayetano.—The fourth pit of Jesus advances on ores of a fair quality. The produce of the pit of San Feliciano has fallen off considerably in the most advanced point; the present extraction is principally from the ends which have been opened to the north-west and south-east, which proves how very variable the lode is in this working, as will be seen from the last report. The end of San Francisco, and the upper part of the same, are yielding the best part of the ore actually being extracted from San Cayetano, but their quality proves to be rather inferior to those formerly produced by this working. The ores have entirely failed in the contra cielo of Santa Cecilia, and the end of San Victorio. The produce of the end of La Luz is of the ordinary classes. Twenty-three pair of barren are employed in San Cayetano by day, and an equal number by night.

San Pio and Los Reyes.—All ore that could be found about the entrance of San Pio, having been exhausted, the workmen have been removed to other points. In Los Reyes the ores have partially failed in the roof, but they are being followed up in ends to the north-west and south-east. The cavity which was discovered in the latter end, is found to extend about eighteen varas in the direction of the working; a small quantity of good ore has been met with, but there is no formality about it. The contra cielo of San Pablo contains a fair quantity of ore, in bunches and narrow threads, and the same may be said of the pit of Guadalupe; this pit has just been communicated with the cavity in the end of Los Reyes. The extraction from the two pits, and end of Animas, varies little—the ore continues of good quality. Nineteen pair of barren are employed in these points by day, and an equal number by night. The weekly produce of ore in the rough state from San Cayetano, Los Reyes, San Pablo, Guadalupe, and Animas, has averaged 1960 cargas, which, when picked, have yielded 324 cargas of azogues, of about ten mares per monton in the patio, and one marc and a half plata de ley in the arrastres; fifty-nine cargas tierras de mortero, and eighty-eight cargas tierras de labor, together of about five mares per monton in the patio, and one marc plata de ley in the arrastres. No variation has taken place in the cross-cut of San Juan Bautista.

San Miguel.—Sixty-four cargas of ore, of good class, have been produced from the workings on this side of the mine. The torta mentioned in the last report produces a good result. There have been four sales of ores on joint account with the business, amounting in all to \$26,362 3, of which one-half, \$13,181 1 4, belongs to the mine. Ores sent to the hacienda of Barrera, 2423 cargas.

Ores on hand of the Mine.

Picked	Cargas	1837
Unpicked		1430-3267
G. R. GERNIE.		

Guasave, Dec. 30.—*Mine of Rayas.*—The general improvement mentioned in my last letter has been maintained throughout the several workings of Purissima, and as respects the sales of ores on joint account with business, but some falling off is very perceptible in the quality as well as quantity of the workings in San Cayetano—which observation, however, is more applicable to the state of these points during the last week than to the preceding period, since the date of my last report. Since then—that is, from the 16th ult. to the 14th inst., a period of four weeks—the average produce of picked ores has been 633 cargas per week, and the sales with business have yielded the gross amount of \$26,362 3, or \$1040 3 weekly. The improvement in the latter, as compared with my last dispatch, has nearly compensated the decrease in the former, as I find that the general result of operations during the last four weeks, ending the 14th inst., shows an estimated surplus of

about \$17,000, or \$4250 weekly, over and above all expenses both at the mine and for the reduction of the ores. The workings in Purissima are likely to continue some little time longer as respects quality, but, I am very much afraid will gradually fall off in quantity, as in some cases a few of the points will communicate with each other, and thereby reduce the number of workings. With respect to San Cayetano no immediate alteration is expected, unless it be in San Feliciano, the most advanced point to the south-east, and which I have the satisfaction to add is now looking more favourable than for some time past, and affords the hope of yielding better returns in a short time. At San Miguel there is no particular feature worthy of notice here. The produce from three continuous limited, but of a very fair quality—say from ten to eleven mares per monton, independently of another one and a half marc of plata de ley. I beg the usual reference to the enclosed statement of outlay, returns, &c., showing an estimated surplus of \$234,316 4 5 over expenses, which, as respects the realised portion thereof, and corresponding to the last six months—say to the 31st proximo—will, I have every reason to expect, stand at \$160,000, to be divided between the association and the owners, agreeably to existing contracts.

Dec. 30.—*Remittances.*—I beg leave to inform the court, that remitters of specie having preferred the safer route to Mexico, instead of the one determined by the General Government, through Queretaro, Tula, and Pachuca, a conducta was dispatched from hence on the 24th inst. for the city of Mexico, and by it I forwarded the sum of \$50,000 to the agents, Messrs. Manning and Marshall, either for investment in bills on England or ultimate transmission to Vera Cruz for shipment. Having since then ascertained that the exchange on London, by the expected packet, will rule between 45d. and 46d. per dollar, I have instructed Messrs. Manning and Marshall, by this day's mail, to invest the said amount of \$50,000 in a commissary or colonial bank bill, to the order of the chairman of the court, and to transmit to you the first of exchange by the return October packet, consequently I indulge the hope that you will receive it together with this letter.

NOTE.—Two Bills of Exchange, at thirty days' sight, and amounting together to 9427l. 1s. 8d., have been received by this packet.

Statement showing the outlay and returns in respect of the mine of Rayas, from the 28th April, 1838, to the week ending the 14th December, 1839, and the value of ores on hand:—				
Amount of realised surplus on 30th of June, as per accounts, \$63,072 7 6				
Outlay from 30th June to 14th December	\$365,131 7 1			
Returns during the same period	356,667 4 0		91,535 4 7	
Excess of returns		\$154,608 4 5		
Value of ores at the hacienda of Barrera		\$61,533 0 0		
At the mine of Rayas		8,975 0 0		69,608 0 0
Total surplus		\$224,216 4 5		

J. N. SHOOLBRED.

ZACATECAS MINING COMPANY.

Plateros, Dec. 11.—In the frente San Cenobio (the diagonal drift on Cate de Plata lode) some very encouraging appearances showed themselves at the beginning of last week. The lode increased in width, and the ores, hitherto rather sparingly sprinkled through the vein, exhibited symptoms of condensation; what most surprised me, was the sudden appearance of a cinto, about half a vara wide, of valuable colorados in the middle of the lode, hitherto solely consisting of agros—I, consequently, ordered four paradis to go to work in that end, in order to extract as much carga as possible. The ores we have brought to grass during the week ending 7th inst., amount to forty-two cargas, and will, I have no doubt, fully cover the costs; but I am sorry to have to add, that a change for the worse has taken place, so that if, by the end of this week, the prospects do not improve, I shall again reduce the force now employed to a single parada de amparo. In this working we are within about half a vara of the water level, and I have, therefore, given orders that this end be now driven in an horizontal direction. At the distance of a few varas from our present end (to the west) I expect that a small vein, of perhaps a vara in depth, will communicate with the level Santo Cristo, of the Compromiso de la Prosperidad. This is the level (at present under water) which it is supposed has partly been driven into the company's pertenencia. A late inspection of the workings of the Prosperidad, close to our boundaries, and so far as the water permitted access to them, has led me to entertain the belief that, in San Cristo, and subsequently in a higher adit, a hitherto unknown lode, running apparently south-east and north-west, has been cut, and I have every reason to think that from it were extracted those fine ores which were raised in that quarter some time before the works of the Prosperidad were stopped. I have taken upon myself to employ one of the two paradis withdrawn from Valenciana and Trinidad, in an attempt to cross-cut into the lode alluded to. I do not expect that the whole cost will exceed \$600 at the utmost, and the object in view is surely well worth so trifling a risk; and I felt the less hesitation in undertaking this operation, as, owing to the suspension of our labours in Valenciana and Trinidad, the total outlay upon the three establishments will still remain within the limits of a mere amparo.

ANGLO-MEXICAN MINING COMPANY.

Guasave, Dec. 20.—*Sirca.*—The average amount of sales for the five weeks ending Nov. 16, was \$658 6, not \$823 4 6, as erroneously advised in the letter of Nov. 22; and for the four weeks ending 14th inst. the average has been \$731 5 6. The parties by whom this mine is worked have latterly manifested a disposition to withdraw from it, alleging that the profit is inadequate to their maintenance. The rescates of the last two weeks have, however, been more lively, and I, therefore, hope they may be induced to continue operations.

Anaco.—Since my return from Mexico I have devoted a day to the inspection of this mine, and regret to confirm the unwelcome intelligence conveyed to you last month. The Plan de Valle consists of an inclined shaft of considerable dimensions, in excellent preservation, and seventy-five varas deep; it seems to have been driven on a clavo of good ores, until they became quite exhausted; the bottom of the shaft consists of hard rock, almost without any vestige of ores, and, consequently, presents no encouragement to go deeper. The drainage has, therefore, been suspended, and need not be resumed, under any circumstances, for a long time to come. There is a camp on the north-west side of this shaft, and above one-third down, yielding at present a small quantity of rich ores. By following up this work we may possibly cut into another clavo, similar to that to which the inclined shaft of the Valle owes its origin; but a more interesting part of the mine is now the north-west extremity of the Canon of San Esteban. The roadway through the Canon has been occasionally brought under your notice, and is particularly mentioned in Mr. Parkman's prospective report for 1839, as a work of utility. We have latterly been induced to resume operations here on a moderate scale, in the hope that, in a few weeks, we may be able to render accessible various workings to the north-west, several of which we have more than once penetrated into, although not without difficulty, and found them to contain ore, one especially, called San Patricio, which certainly looks as though it were capable of producing a tolerably fair quantity, and, I hope, by the end of the year, we may have the opportunity of giving it a trial.

BRAZILIAN COMPANY.

Cota Blanca, Dec. 23.—We mentioned in our last (not received) that the sick list was not of so serious a nature, and the new cases that occur of dysentery and fever appear of a milder character. We sincerely trust that we have seen the worst of this visitation, the most severe ever known at Cota Blanca. We mentioned that we should again commence sinking on Monday. On that day there was one of the heaviest falls of rain known here for some years, and vast quantities of water and sand found their way to the bottoms, so that it was Wednesday morning before the shaft was again clear; since then the weather has been somewhat better, and we have had good speed. The lode, in going down, appears much as in the last sink. From the large mass of sand brought up with the lode, the stamps have fallen very short through the past week, and we fear they will not be much better supplied this Christmas week; however, every exertion is making not to fall short.

Dec. 30.—The sick list is much reduced in numbers, and all the new cases are more favourable. We regret to say, that, on the night of the 24th inst., a heavy fall of ground took place, to the extent of sixty or more tons, from the flat wall side, just above the western part of the arch, unfortunately carrying away part of the stail put in to protect the hauling machine, and fell upon the wheel, which it has much damaged—the extent we can hardly yet ascertain, the rubbish not being all cleared; six arms of the wheel are certainly broken, also the uprights and crosspieces, but we hope the segments are all sound, and that there will be no necessity for taking the wheel to pieces. It was truly fortunate the fall took place at night, as in the day time a number of workmen are there employed. The heavy rains which have fallen lately were, no doubt, the cause of this misfortune. We are now repairing and increasing the stail above the wheel, and securing all the ground left with any appearance of danger. We have through the week fallen sadly short in keeping the stamps supplied, on account of the ground tearing badly, but we have had fair speed in sinking, and the shaft, in so doing, looks well; and it is very gratifying that the gold return, in spite of the short supply, holds so good. We shall send to Rio, about the 3d proximo, all the gold to the end of 1839, and hope this remittance will net 165 lbs. Troy.

E. HARDING.

W. T. GRIFFITHS.

Gold return for three weeks, from 7th to 27th December, 63 lbs. 1 oz. 14 dwts. 21 grs.

REAL DEL MONTE MINING COMPANY.

Mine of San Mateo, Dec. 4.—By my last letter you will have been informed, that we had cut a branch of the south part of the Biscaya vein, in the Socorro cross-cut; from the little we have seen of it, it appears to consist of pretty good samples

of ores, but owing to the crushing down of the socobon between Santa Teresita and Cayetano, which required two days to repair, and during which the Terreros engine was suspended, this place has been under water until yesterday, so that we have been prevented making any further examination of the vein, and hindered also for some time in the working of our principal labores in the levels above. The duty-eight vara level, driving east of Terreros, upon the Tapan vein, has rather improved during the last week, and some of the principal labores near Terreros are also looking better than they were. The socobon, driving north of the Biscaya, upon the Santa Ynez vein, has lately improved; the vein is one vara and a half wide, and produces a brownish gossan ore, easily to be broken, which altogether assays from fourteen to sixteen mares per monton. This end being now driven a considerable distance to the north, without any communication, the air is at present bad; we have, therefore, lately resumed the sinking of the San Vicente shaft, to come down upon it, when this work is effected, we shall be in a very advantageous position for breaking and raising ores, which are promising here at present.

Dec. 30.—At San Ramon shaft we are making preparations to clear it below the adit, having already resumed the clearing of the latter east. The prospects in Dolores are the same; the length of the ore ground still short; some of the upper labores show a less produce than hitherto. On communicating the winze now sinking from San Juan to the Santiago level, a little increase of ore may be expected, and when, by this means, we obtain sufficient air in the latter, trials can be made to ascertain whether the ore goes below that level. In a short time we shall finish a new piece in the firm ground, to the north of the main lode, between Terreros and Guadalupe, and thus avoid a dangerous part of the old workings, which has occasioned much expense to keep open and repair, and through blind-drains arising therefrom, very little has been done in our bottom workings since the last dispatch. It is a source of gratification, however, to find, that during this period of adverse fortune, great progress has been made in the prosecution of very important works, and towards the attainment of objects of vital interest to the concern. Respecting the quicksilver mines in El Doctor, the vein of Dejos appears to be large, and to be marked along the surface for a long distance, being hard for breaking; about fifty cargas are carried to the hacienda, and are nearly prepared for the furnace. There are many points which deserve attention, and as we have the furnaces erected, and trials, from the cheapness of fuel, can be made at little cost, I purpose following up such experiments as can be made without much expense, and to invite the labouring miners of the district to bring in such ores as they can find, of mines not in our possession, for trial.

BOLANOS MINING COMPANY.

Bolano, Nov. 15.—I fully enter into your views respecting the necessity of disposing of a considerable part of our stock of ores, in order to place our finances on a better footing, which you may be assured will not be neglected, avoiding sacrifices detrimental to the company and owners. I am sorry, however, to say, that notwithstanding my best efforts to bring the concern into a more profitable state, difficulties arise constantly, which I cannot always overcome. Two of these, during the last month, were the decrease in the ley of the ores of San Clemente, and the impossibility of putting the smelting work of Bolanos in operation, for want of several things which could not be regulated sooner; both these difficulties will now cease, provided the improvement in the ley of the ores of San Clemente continues, as I am led to believe from Mr. Birkbeck's last letter. Through the manager you will be informed of the good prospects which our mines present in both districts, and if they should continue so, I have no doubt they will soon show more favourable results.

Nov. 16.—The report of San Clemente, by Mr. Roman, proposes a general drainage by the shaft of Ron Danera, but before we decide on it, it will be necessary to examine what are the advantages likely to be derived from it. If the water filters from one mine to the other, in a way that, by establishing the drainage in one the water will lower equally in the others, in that case, by the present rainage of San Clemente, the water would have gone down in Ron Danera much quicker than we have observed. I agree with Mr. Roman, that while the bottoms are exposed to such frequent inundations, the quantity of ore raised from the same will be very limited, but until we can decide satisfactorily which will be the best means of establishing this drainage, we shall have to look to the new discovery of the vein of San Jose for our supplies of ore, although it will be rather difficult to produce the same quantity that we have had last month. 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PRICES OF SHARES.

JOINT STOCK BANKS

No. of Shares.	NAME OF COMPANY.	Amount in £.	Amount in p.	Per cent.	Dividend paid last year.	Market Price.
25,000	Agric. & Com. of Ire.	25	10			
10,000	Australasia	40	40	37½	6	
5,000	Ditto (New)	40	10	30		
1,500,000	Bank of Scotland	100	85½	78	6	Oct 1
10,000	Birmingham Bank	50	10	125½	10	Dec 1
500,000	British Linen Co.	100	100			Dec 1
20,000	British North Amer.	50	30	27½	7	Jan 1
100,000	Commercial	50	5	6		
20,000	Colonial	100	25	32½	6	Jan 1
5,000	Devon and Cornwall	100	25	40		
3,000	Equitable Loan Co.		9	10		
10,000	Gloacestershire	50	10	30	10	Feb 1
6,000	Hampshire	50	5	8		Aug 1
10,000	Hibernian	100	25	21		
4,000	Ionian State	25	5	34		
30,000	London & Westmins.	100	20	23½	8	Mar 1
3,000	Lancaster	100	20		10	Aug 1
25,000	Liverpool	100	12½	22	10	Jul 1
60,000	London Joint Stock Co.	50	10	12½	5	Jun 1
50,000	Manch. & Liver. Dis.	100	13	9½		
20,000	Manchester	100	25	27	2½	Oct 1
20,000	Monm. & Glamorg.	25	10	16		Aug 1
21,500	Northampton Union	25	5	14	14	

North & South Wales	10	5	108
Natl. Bank of Ireland	50	174	16

10,000	Nat. Provinc. Eng.	100	35	35	Jan
10,000	Ditto New	20	10	104	—
80,000	Nor.&Cent. B. of Eng.	10	10	3	Dec
10,000	North Wills.....	25	5	102	—
20,000	Prov. Bk. of Ireland	100	25	442	Feb
4,000	Ditto New	10	10	17	—
7,000	South African.....	—	5	5	—
20,000	S. of Ireland, Cork.....	25	5	5	—
60,000	Union B. of London	50	5	54	—

W. of Eng. & S. W. Dis	20	126	12
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20,000 Wills and Dorset . . .		12	78	eq	16	
GAZ LIGHT AND COKE COMPANIES						
10,000 Alliance . . .	10	5		7		
2,500 Bath . . .	20	16	22	7	Sept	
600 Bradford . . .	25	25		10		
5,000 British . . .	40	18	184	11	May	
5,000 Do. Provincial . . .	20	19	25	11	Nov	
928 Birmingham . . .	77	77	93	94		
2,400 Bristol & Staffordshire . . .	50	60	73	4	Apr	
4,250 Bristol . . .	50	50	18	4	Sept	
1,500 Brighton . . .	20	20	11	34		
750 Do. New . . .	20	18	54	34		
2,471 Brighton, General . . .	20	20	91	41	Nov	
393 Carlisle . . .	25					
7,000 Continental Consolidat. . .	50	622	110	64	July	
7,000 Do. New . . .	50	10	24			
700 Chelmsbury . . .	50	50	50	6	Jan	
700 Chelmsford . . .	50	50	42	4	Dec	
300 Cheltenham . . .	50					
1,000 City of London . . .	100	100	195	10	Sept	
1,000 Do. New . . .	100	78	114	10	Dec	
800 Coventry . . .	25	25	24			
200 Derby . . .	50	50				
180 Dover . . .	50	50				
600 Dudley . . .	20	20	12	5		
4,500 Edinburgh Coal Gas . . .	25	25				
240 Edinburgh and Alloa . . .	14					
240 Exeter . . .	50	50				
4,000 Equitable . . .	50	50	294	3	June	
50,000 European . . .	20	15	13	6		

Swinch Railw. Gas	25	25	54
erial	..	1	..
	20	20	20

5,600	Do. Bus.	30	50	53	4	
100	Ipswich	100	100		5	
800	Isle of Thanet		10			
2,350	Independent.	25	20	18	5	Aug.
240	Leicester	30	30	50	6	Oct.
750	Leith Coal Gas.	50	50			
400	Liverpool	20	20			
	Do. N. Gas and Coke	242	242	60	17	
	Do. (New Do.)	100	60	100		
200	Maidstone.	50	50	97		
6,000	Phoenix	50	32	31	4	Feb.
679	Portsea	50	43			June

.....	50	50	..
.....	100	80	60

480 Rochdale	50	15	—	—	—
600 South Metropolitan	50	22	19	4	July
600 Sheffield	—	164	—	—	—
600 Shrewsbury	—	10	—	—	—
120 Swansea	50	50	—	—	—
200 Universal General	50	46	324	5	Jan.
240 Warwick	50	50	50	5	Jan.
400 Wakefield	25	25	239	14	Jan.
750 Warrington	20	20	20	1	Oct.
600 Westminster Chartered	50	50	574	5	Dec.

new	50	10	11	12
hing	50	50	..	

DOCKS.						
1,105 Commercial	160	100	66	3	July	
East and West India Stock	160	100	108	..	Jan.	
1,638 East Country	100	100	10	..	Dec.	
5,831 0/5 to London. Stk Ditto Bonds .....	..	..	68	3	Dec.	
2,209 Bristol	147	147	74	4	Nov.	
5,324 Ditto Note .....	..	..	68	4	Dec.	
207 Folkestone Harbour Ditto Bonds	50	50	..	..
11,000 Grand Collier Decks	50	1	1	..		

Katharine, Stock	100	100	104	5
do Bonds,	101½	4

2,000 Do. Bonds for 10 years	..	..	964	4	Oct.
2,500 Deptford Pier	..	20	3	11	..
7,000 Southampton	..	56	13	2	..

BRIDGES.

600 Hammersmith	..	50	50	22	1	Jan
231 Southwark w. new sub.	..	63 1/2	63 1/2	24	..	..
700 Do. New of 74 per cent.	..	50	50	13 1/2	19	Dec.
600 Vauxhall	..	70 1/2	70 1/2	24	19 1/2	Jan.
300 Waterloo	..	160	160	..	..	..
300 Do. old Annuities of 60	..	60	60	21	22 1/2	Feb.
300 Do. new do. of 77	..	40	40	18	19 1/2	Feb.
300 Ditto Bonds	..	..	..	120	5	Feb.

WATER WORKS.

10 Birmingham	..	25	25	20	10	..
10 Colchester	..	100	100	..	..	..
3 East London	..	100	100	16 1/2	7	Jan.
9 Glasgow	..	60	60	..	..	..

... ..	403	414	92	20
High Joint Stock	20	25

2	Kent	100	100	44	2	Jan.
2	Liverpool Bootle	223	220	327	10	Jan.
2	New River Landrigg	100	100	100	1	Jan.
2	Water Annuities	100	50	24	2	Oct.
2	Manchester & Salford	100	50	343	23	Mar.
2	Portsea Island	50	50	100	1	Jan.
2	Portsmouth & Farnington	50	50	21	1	Jan.
2	Ramsgate	10	10	10	1	Jan.
2	Veatch, late So. Lond.	100	100	103	8	Oct.
2	West Middlesex	62	62	96	4	Jan.
2	York Building Co. L. P.	100	100	114	1	Oct.

ROADS.

33	Archw. and Kent Tr.	50	50	100	1	Jan.
33	Barking	100	100	224	12	Jan.
33	Commercial	100	100	75	3	Jan.
33	Do. East India Dock Riv.	100	100	8	3	Jan.
33	Great Dover Str.	100	100	70	1	Jan.
33	Highgate Ardway	100	100	2	14	Jan.
33	New North Riv. Stock	100	100	100	1	Jan.

LITERARY INSTITUTIONS.

3	Adelaide Coll. of Science	25	25	100	1	Jan.
3	London W. Bronze Tech.	75	75	18	1	Jan.
3	London University	100	100	8	1	Jan.
3	Russell's College	25	25	7	1	Jan.
3	King's College	100	100	100	1	Jan.

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